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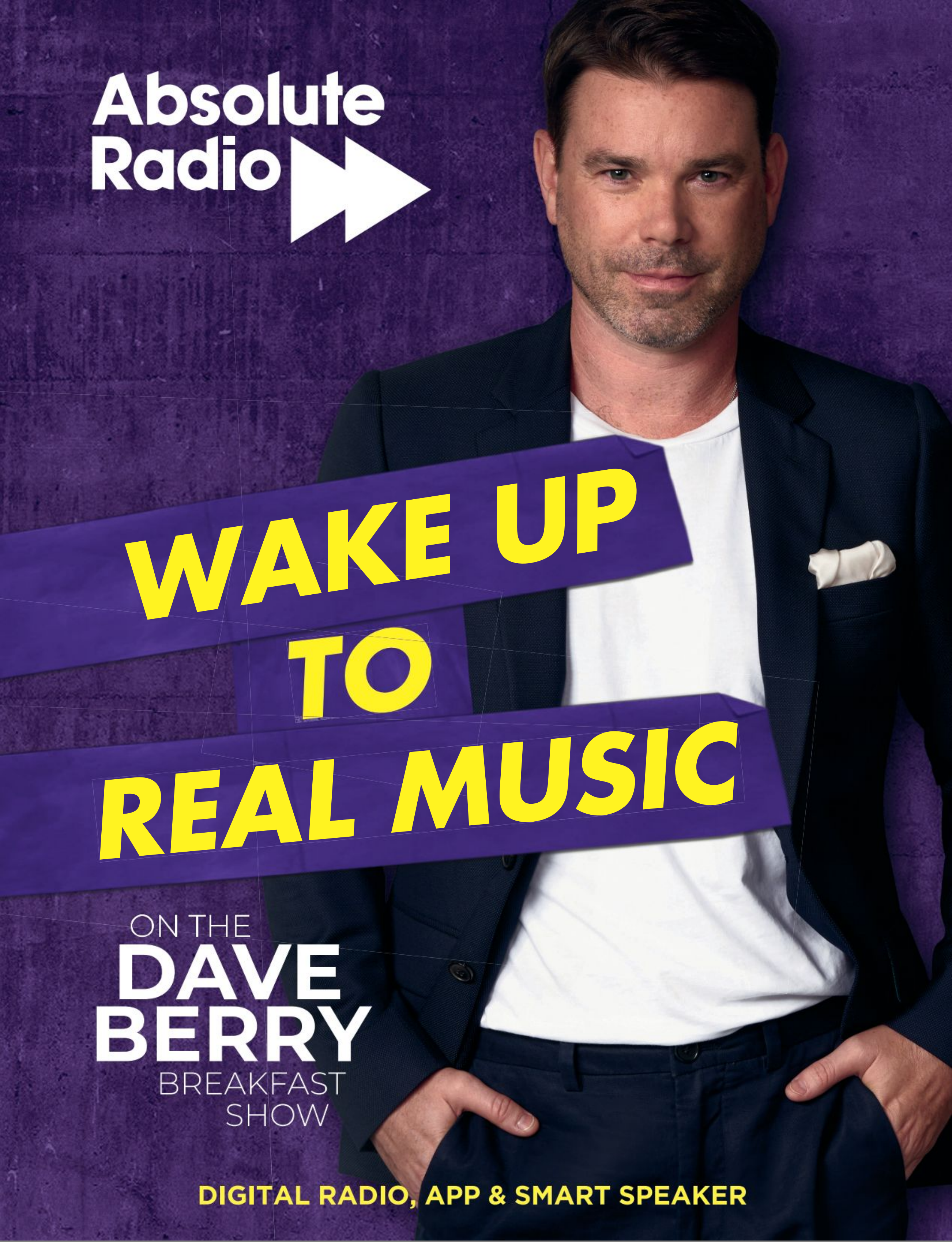
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CAN MG BECOME THE NEXT HYUNDAI OR KIA?

IS THERE A car brand in the UK right now going about its business more impressively than MG? It's 11 years since the storied marque relaunched under Chinese ownership here with the 6, and for most of that time it has felt like a bit-part player.

Then the electric car era started and MG now finds itself making the right products at the right time for the right price and – crucially in the current market – able to quickly fulfil orders to keep up with rising demand for EVs.

In 2021, it was the UK's fastest-growing mainstream brand, with sales up more than 60%. MG added over 40 new dealers, with plenty more planned.

For inspiration on where it goes next, MG need only look at Kia and Hyundai, brands that felt similar a decade ago to where MG is now. They navigated the tricky path from fast-growing upstarts to established players by adding in other qualities such as bolder design, more sophisticated dynamics and big leaps in perceived quality to ever more desirable products without abandoning their value roots.

They started to build performance models, too. That's something MG already has in the pipeline, with a new sports car due in 2024 (see p4). While MG's progress has been under the radar to date, that will soon change with what it has in store next.

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IMAGE
MG CYB1

Electric roadster heralds MG return to enthusiast market

Cyberster production car will be first in rejuvenated brand's 'recreation' EV family

MG is looking to significantly expand its product portfolio as the marque approaches its centenary in 2024, with the aim of attracting new buyers in new segments and continuing on its steep growth trajectory.

In the 16 years since being acquired by the Chinese state-owned SAIC, MG has established itself as a leading maker of value-oriented yet well-equipped and safe family cars, selling more than 52,000 across Europe in 2021 – far more than half of which were in the UK, its spiritual home.

It plans to triple that figure in 2022 on its way to reaching one million sales across 100 global markets by 2024.

Crucial to this goal will be the introduction of new cars. The 5 SW EV estate and ZS EV crossover are already among the most popular electric cars in Europe, and MG will look to build on this success by appealing to younger drivers and enthusiasts with an all-new product line designated Cyber in reference to its five primary priorities: co-creating, young, beyond, evolution and recreation.

The initiative was first outlined last year with the unveiling of the Cyberster concept – an electric roadster that at once nodded to MG's heritage as a British sports car manufacturer and previewed the technical capabilities and functionality of its future cars.

Cyberster production was approved after the Shanghai motor show as a result of a successful crowdfunding campaign in which more than 5000 prospective buyers signed up to MG's interactive Cybercube platform, allowing them to inform development of the production car. It's now set to be launched as part of MG's centenary celebrations.

B roadster of 1962-80 is the car MG is most closely associated with

MG has yet to confirm whether its new Marvel-R flagship is UK-bound, but it has noted that the European allocation for the electric SUV sold out not long after its October unveiling.

MG FINALLY EXPLOITS ITS PAST

FELIX PAGE

With a future product strategy guided in part by an awareness of its past and a keen desire to attract younger buyers, MG looks set to emulate the success BMW achieved 22 years ago in reviving the Mini brand.

Mini, which like MG was once part of the ill-fated Rover Group, is now again a strong-selling global brand with a comprehensive and well-received product line-up and bold ambitions for an all-electric future.

It's hard not to draw parallels between the two brands on the basis of their shared histories and trajectories alone, but also because they seem aware that their Britishness – however intangible that might seem, now that one is German-owned and the other Chinese – remains a selling point.

That the Cyberster's tail-lights are modelled on the Union Jack, like those of the latest Minis, is testament to the marketability of this heritage, but MG has hinted at plans to take this even further by returning to accessible sports cars.

Whether diehard enthusiasts (among them drivers of the venerable B and Mazda MX-5-baiting F) will engage with this ploy remains to be seen. But certainly it will be easier to link the MG brand to its 100-year history when its cars are more obviously related to their forebears.

MG increased its number of European showrooms from 150 to 400 in 2021, now sells in 16 European countries and has plans to expand its presence in the region further.

EV won't deviate too much from Cyberster concept

2017 E-Motion coupé concept is supposed to become production car

A brand spokesman said: "We are working on a surprise for you guys. Of course we know we were the affordable sports car brand in the past, and now we are the new electric vehicle brand, and we will surprise you. We will be in markets that nobody has been in before."

Indeed, no mainstream brand has yet launched an affordable, convertible electric sports car.

While some of the concept's more outlandish features will be lost, MG's UK design boss, Carl Gotham, hinted that a toned-down version will make it to dealerships, calling it "a bold statement that looks strongly into MG's future, touching on our heritage but more importantly building on our cutting-edge technology and advanced design".

Beyond its design, the Cyberster indicates the shift in priorities for MG with its new range of EVs. "Sports cars are the lifeblood of the MG DNA, and the Cyberster is a hugely exciting concept for us," said Gotham, suggesting that now MG has established itself with mainstream cars, it can afford to explore other segments.

That said, the 2017 E-Motion sports coupé concept has yet to reach production, despite patents filed in 2020 revealing a seemingly road-ready design.

The Cyberster sits on an all-new platform built around a 'cell-to-pack' battery, which does away with the conventional module structure used by current EVs in the name of increased production efficiency and power density. It's claimed to yield an 800km (497-mile) range.

A single motor, using the same efficiency-boosting 'hairpin' wiring technology as the ZS EV and presumably mounted at the rear, supplies a sub-3.0sec 0-62mph time.

FELIX PAGE

All-new 2023 MG 3 to rival Renault Zoe

MG'S PUSH TO establish itself in new markets will extend to the introduction of an electric hatchback to challenge seasoned segment leaders such as the Renault Zoe and newcomers like the Ora Cat from SAIC's Chinese rival Great Wall Motors.

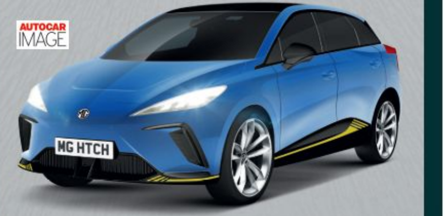
It is due to be launched before the Cyberster and is already undergoing testing in production bodywork.

Autocar understands that it will be presented in concept form at the Beijing motor show in April before a full launch later this year.

Right-hand-drive cars are due in the UK in 2023.

Chinese media reports have suggested the new hatchback could replace the second-generation 3 supermini, which has been in production at MG's plant in Nanjing, China, since 2011, and will offer the choice of both petrol and electric drivetrains, like the ZS crossover.

The new hatch's design, alluded to in a series of low-quality prototype images and a recent patent filing, looks to draw on elements of the Cyberster concept, particularly at the front end, while a prominent, nearly flat-topped shoulder line apes that of the ZS.



How new hatchback will look, based on prototypes and patents

EQE and EQS SUVs nearly ready

Mercedes-Benz will launch twinned electric luxury SUVs this year at £75k and £90k

Maybach concept previewed EQS SUV in ultra-luxury form

SPY SHOT
MERCEDES EQE SUV

Mercedes-Benz's EQ electric car family will soon grow once again with the launches of the EQS SUV and EQE SUV, the third and fourth models to be based on the German car maker's EV-dedicated EVA platform.

Confirmed by Mercedes boss Ola Källenius in 2020, the EQS SUV is expected to cost from around £90,000 in the UK, while the smaller EQE SUV will sit closer to the £75,000 mark when sales begin later this year.

Eventually, the EQS SUV will provide the basis for a more potent and yet more lavishly appointed Maybach, as previewed by a concept at the 2021 Munich motor show.

The technically similar EQS SUV and EQE SUV are being developed together in a joint engineering programme that aims to get them launched within six months of each other.

They will join the existing EQA, EQB and EQC electric SUVs in the Mercedes range.

A sixth, the production version of the G-Class-based Vision EQG concept, featuring a unique quad-motor powertrain, is also currently under development ahead of a scheduled launch in 2024.

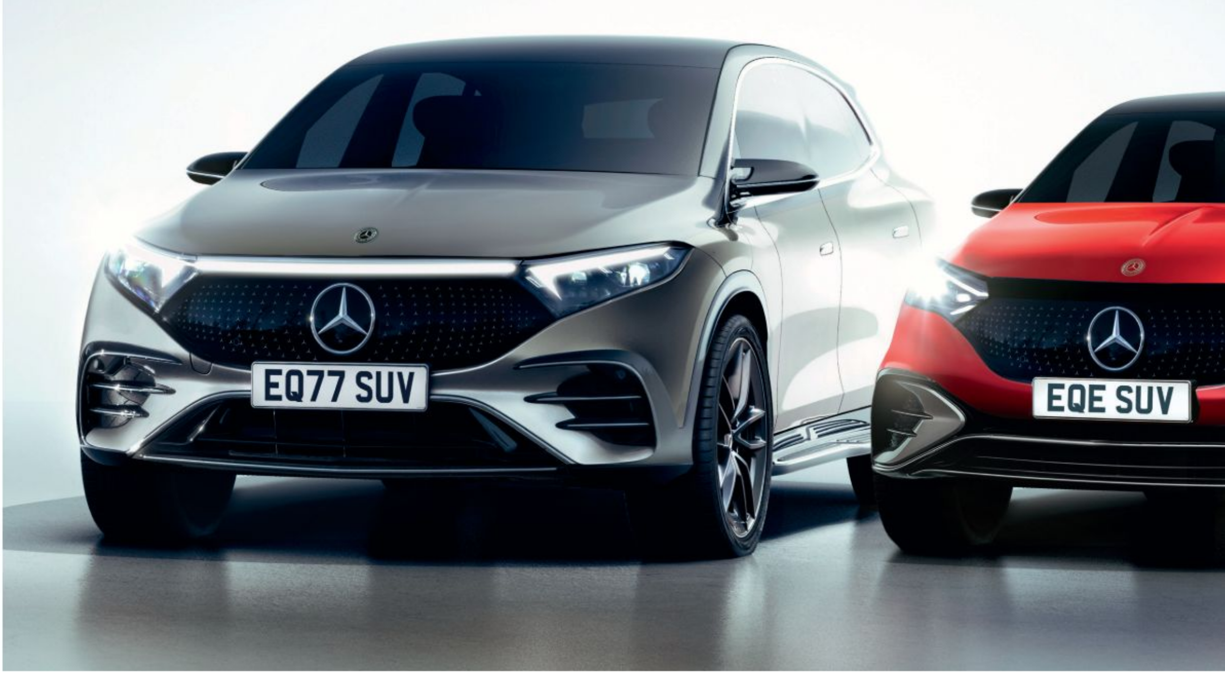
Like their saloon namesakes, the EQS SUV and EQE SUV will be offered in several regular Benz and hot AMG guises.

On current planning, the optionally seven-seat EQS SUV will lead Mercedes' next wave of EVs to arrive in the UK.

Sources suggest the 5160mm-long flagship will be previewed at the Beijing motor show in April, before the 4850mm-long, five-seat EQE most likely gets an airing at the Guangzhou motor show in November.

Both adopt the smooth-surfaced exterior styling treatment established by their saloon siblings.

Extensive wind-tunnel testing and developments such as mounting the running boards beneath the doors to improve airflow and aerodynamically optimised



TAYCAN IS NEW FORMULA E PACEMAKER

The Porsche Taycan is the new Formula E safety car for 2022, replacing the BMW i8 Roadster and Mini Pacesetter. Specified in top-rung, 751bhp Turbo S guise, it can get from 0-62mph in 2.6sec – 0.2sec faster than the series' single-seaters.

GLICKENHAUS GIVES HYDROGEN THE BOOT

Scuderia Cameron Glickenhaus will field a fuel cell version of its Boot off-roader in November's Baja 1000 rally. The American maker expects a range of more than 600 miles and to be able to refill the EV's hydrogen tank in the middle of the desert.

> “Both models are claimed to have a class-leading drag coefficient”

wheels are claimed to have netted both models a class-leading drag coefficient.

It is with their interiors, though, that the new EVs will impress the most, according to Mercedes insiders.

One senior manager privy to the final design of the EQS SUV told us: “The interior will offer a compelling argument to buy this car. It sets new standards for Mercedes.”

The EQS SUV is set to offer a 108kWh lithium ion battery pack in combination with two motors, together developing up to 516bhp and 630lb ft of torque in the strongest of the planned standard four-wheel-drive models, the EQS 580 SUV 4Matic.

This model will form the basis of Maybach’s first EV, which is set to take the EQS 600 SUV name to reflect its subtle power hike.

The smaller EQE SUV is set to use a 90.6kWh lithium ion battery pack with the choice of either a rear-wheel-drive single-motor or four-wheel-drive dual-motor layout.

The cheapest version, the EQE 350 SUV, will offer 288bhp and 391lb ft of torque, according to our sources.

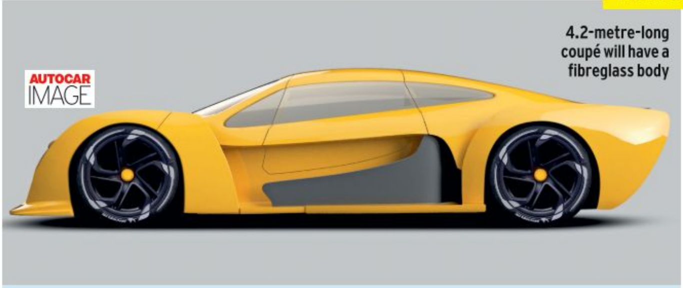
Although Mercedes has promised 800V charging compatibility in future EQ models, both the EQS SUV and EQE SUV will have an electrical architecture operating at 400V.

The EQS SUV and EQE SUV are planned to be produced at Mercedes’ US factory in Tuscaloosa, Alabama, which currently builds the similarly positioned but conventionally powered GLE and GLS SUVs.

GREG KABLE

AUTOCAR IMAGE

EQS and EQE SUVs are electric equivalents of the GLS and GLE



4.2-metre-long coupé will have a fibreglass body

Lee Noble making progress with 500bhp Exile supercar

LEE NOBLE, THE designer and engineer who founded sports car manufacturer Noble, is making a bold return to the low-volume industry with a production version of the lightweight, 500bhp-plus track-focused test mule he demonstrated five years ago.

Named the Exile (as is Noble’s new business), the road-legal mid-engined two-seat coupé combines a motorsport-bred chassis with supercar-quick acceleration.

Now powered by a 504bhp twin-turbocharged 3.5-litre Ford Ecoboost V6 (replacing the mule’s Cadillac V6), the Exile should accelerate from 0-60mph in 3.5sec and on to a top speed of 165mph, according to its maker.

“The only changes we’ve made have been a dry sump for better track performance and bespoke mapping of the ECU,” said Noble. “Durability and simplicity were key here – and making it pretty quick, too.”

Drive is delivered to the Exile’s rear axle via a Graziano six-speed manual gearbox and a limited-slip differential to the same spec as the Lamborghini Diablo’s.

“It’s bulletproof and it will shift gear as quick as I can move my arm,” claimed Noble.

Currently weighing just 1100kg in prototype form, the Exile will be one of the lightest performance cars of its kind.

Its chassis comprises a semi-monocoque centre section and a steel tubular perimeter frame with a bonded-aluminium honeycomb skin for greater torsional rigidity.

Its all-round double-wishbone suspension is controlled by three-way adjustable dampers, while six-pot Wilwood calipers and ventilated brake discs feature at each corner.

To avoid the need for costly type approval, the Exile has no anti-lock braking, traction control or stability control.

The car’s rakish new body (rendered above by Autocar, based on Noble’s drawings) is formed from a glass-reinforced plastic composite and is 4216mm long and 1828mm wide, with a wheelbase of 2438mm.

The latest prototype’s body has been CNC-machined and is ready to be fitted to the rolling chassis (pictured left) in the next few weeks ahead of initial whole-car testing.

Noble aims to sell 200 Exiles per year at a unit price of “less than £100,000”.

He is holding talks with several investors to fund the project, which could once again involve manufacturing by High Tech Automotive in South Africa, which part-built the successful Noble M12.

“This is a back-to-basics semi-racing car that you can look forward to driving to your favourite circuit at the weekend,” said Lee Noble. “There’s nothing complicated about it: you just press a button, turn a key and potentially you’ll be one of the fastest things out there at a track day.”

Steel and aluminium chassis is ready with Ford V6, Graziano ’box

MORGAN RECALLS LE MANS TRIUMPH

A new limited edition of the Morgan Plus Four celebrates the 60th anniversary of the model’s class win in the 1962 Le Mans 24 Hours. Just 62 examples of the LM62 will be built, with various bespoke design touches, priced from £79,995.

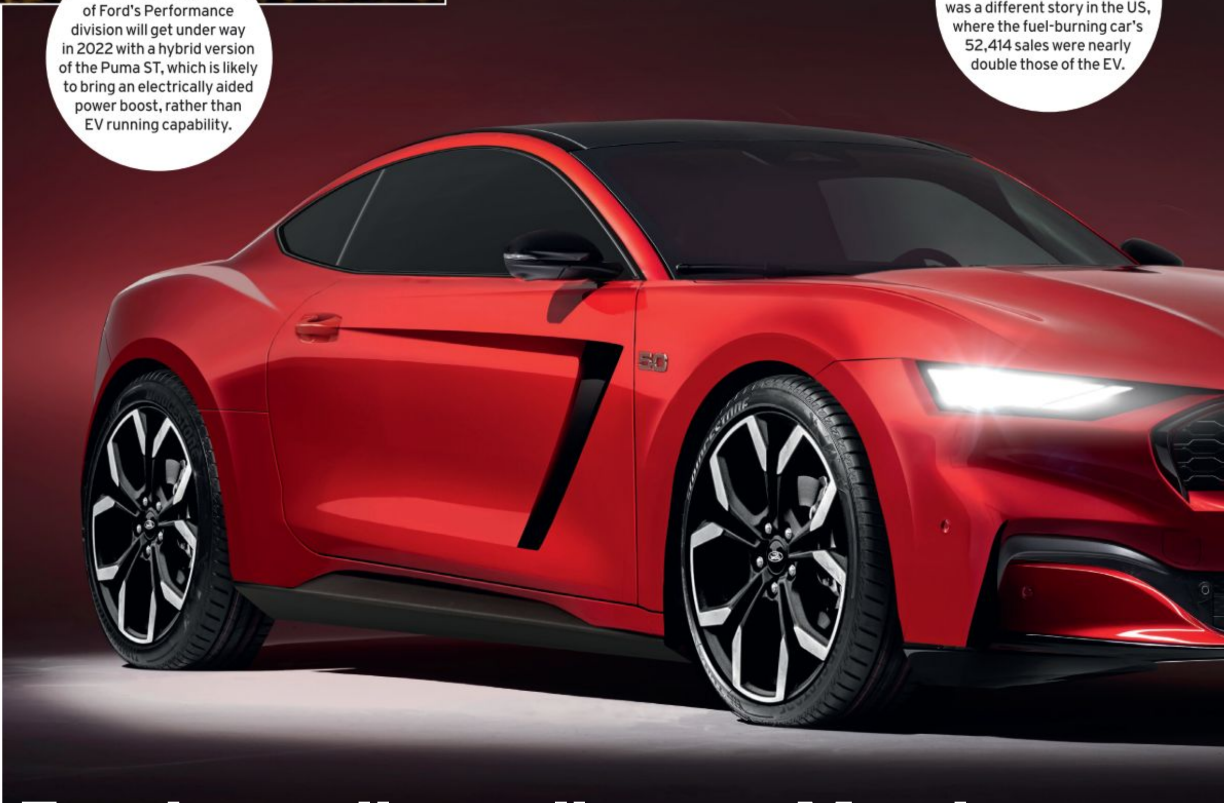
CHARGER NETWORK GREW 37% IN 2021

The number of public EV chargers in the UK rose by 37% last year. There are now 42 for every 100,000 people – but also stark widening regional disparities. In London, there are 102 chargers per 100,000 people; in Northern Ireland, there are 18.

Same basic look as today's car will prevail in Mk7 hybrid

The electrification of Ford's Performance division will get under way in 2022 with a hybrid version of the Puma ST, which is likely to bring an electrically aided power boost, rather than EV running capability.

For each of the 596 Mustangs sold in the UK last year, Ford sold nearly five Mach-Es, but it was a different story in the US, where the fuel-burning car's 52,414 sales were nearly double those of the EV.



Ford readies all-new Mustang

Next-gen version will retain a V8 but gain two electric motors for all-wheel drive

Ford has given a first look at what is expected to be the most radically reinvented iteration of the Ford Mustang since its launch in 1964, as road testing for the company's seventh-generation four-seat sports car gets under way.

Given the bulky camouflage of a prototype spotted in Michigan and the fact that the current car is only just turning seven, a launch is some way off and could be tied into the Mustang's 60th anniversary celebrations in 2024. But it is clear that Ford will seek to evolve, rather than overhaul, the Mustang's characteristic cab-backward silhouette and muscular design cues.

Visible details include new lights at the front and rear and a sharper front grille, but it will be the changes underneath the skin that most tangibly differentiate the Mk7 Mustang from its predecessor.

Ford is expected to bring the Mustang into the electrified era with a new petrol-electric drivetrain centred on its trademark V8 petrol engine.

To be sold alongside the all-electric Ford Mustang Mach-E SUV, the S650-generation Mustang is expected to retain the current car's 5.0-litre naturally aspirated Coyote V8, but this time with a pair of electric motors installed for reduced emissions, increased power and zero-emissions running capability.

The new drivetrain layout was alluded to in patent filings (see box, top right) in 2017, when launching a hybrid Mustang was a higher priority for Ford than the Mach-E.

Essentially, the Mustang is set to become four-wheel drive, with the rear axle powered by the V8 and two electric motors used to drive the front wheels – either independently in EV mode or alongside the petrol motor in dynamic driving situations.

A Ford spokesman declined to give further details of the S650 Mustang but said it will continue to form part of Ford's European product plan.

Last year, Ford ended European sales of the entry-level Mustang Ecoboost, which shared its turbo 2.3-litre four-cylinder engine with the Focus ST, due to slow sales. It remains unclear whether this powerplant could return with a hybrid system, but Ford's patent applies to V-shaped engines, so a system that functions similarly to that used by the S-Max, Galaxy and Kuga hybrids could be deployed. **FELIX PAGE**

HOW THE MUSTANG'S HYBRID V8 WILL WORK

According to Ford's patent, an EV motor will drive each front wheel through its own reduction gearbox, forming part of a four-wheel drive system that will "increase wheel traction with a ground surface on which the vehicle sits to increase acceleration and decrease wheel slippage".

The 'pancake' motors in this scenario will not be "rotationally coupled to the engine". Their power will be supplied by an integrated starter-generator (similar to a conventional mild-hybrid drivetrain), which would itself be powered by the V8's crankshaft, doing away with the need for a weighty and space-consuming traction battery.

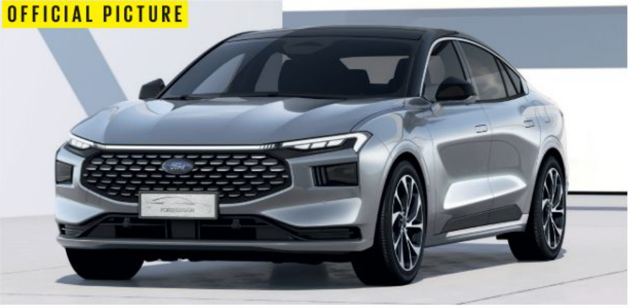
Mounting the EV motors directly to opposing sides of the engine's oil pan would save space, according to the patent filing, and allow for each to operate independently, thereby offering torque vectoring across the front axle.

However, it is unlikely that such a set-up would allow for extended periods of electric-only running.

AUTOCAR IMAGE
K GT 9868

Heavily camouflaged prototype is undergoing early on-road testing

OFFICIAL PICTURE



FORD MONDEO RETURNS BUT IT'S FOR CHINA ONLY

The Ford Mondeo is back for a new generation – but we won't see it in the UK. Designed and produced exclusively for China, the Mk5 Mondeo has been revealed just as production for the European car winds down for good in Valencia. It is slightly larger all round than the Mk4 Mondeo, brings level-two driver assistance functions and has a 1.1m infotainment display.

Revival rumoured for famous Ford names

AS FORD REINVENTS the Mustang coupé and prepares to electrify its Puma ST hot crossover, the manufacturer could soon bring back several other historic nameplates to its portfolio.

Last year, Ford's Europe design chief, Murat Gueler, told Autocar that reviving old monikers could be a shrewd marketing ploy for the firm. "I think we have the unique asset of having nameplates from the past that we can tap into to emotionalise our product," he said, "and to tell stories no other brand can tell."

At the time, he refused to be drawn on which would make a comeback, but Ford recently filed to trademark a selection of names linked to some of its best-selling European models: Cortina, Granada, Escort, Capri and Orion.

This could be a move purely to stop other companies using them and a spokesperson told Autocar that "the registration of intellectual property is not a signal for any future product plans".

But with a Europe-focused electric crossover on the way, sitting atop Volkswagen's MEB platform and built at the same Cologne site that made the Capri, Granada and even Scorpio, Ford could look to spiritually link the newcomer with a successful ancestor.

HPU 714T
XGC 243M

Ford has filed to trademark Cortina, Escort, Granada, Capri names

WHY HISTORY'S REPEATING ITSELF

FELIX PAGE

You need only gaze at the rows upon rows of be-sheeted rallying legends, touring cars, blue-collar heroes and... race-engined Transit vans at Ford's Dagenham Heritage Centre to understand how varied and colourful its product line has been historically – and just how important it remains to the brand today.

Perhaps more so than ever, actually, if you consider that two of its most pivotal models – the Mustang Mach-E and Puma – use nameplates that date back to the 1960s and 1990s respectively, and similar name revivals are being lined up.

This is no mere attempt to tug on the heartstrings of a few sentimental customers but a resolute assertion from Ford that these new models deserve to be considered alongside – and sell in comparable numbers to – their forebears.

Just because the cars have changed shape, make less noise and consume less four-star doesn't mean they have different aspirations or will appeal to different demographics, so why not make things easier for buyers to understand?

SUVs fuel growth for premium brands

Sales of super-SUVs soared last year, proving their value to high-end car makers

As car makers announce their sales volumes and financial results for 2021, the importance of range-topping SUVs as revenue and growth drivers, particularly for luxury and performance brands, becomes increasingly evident.

Super-SUVs now generally account for the majority of sales for sports car and luxury brands, and their high profit margins and flexibility of purpose will help fund the development of crucial new EVs and more enthusiast-oriented traditional sports cars.

Here's how a selection of SUV flagships performed in relation to their more traditional stablemates in 2021 and a look at how these models will evolve in the near future.

FELIX PAGE

ASTON MARTIN

Aston Martin issued a warning to the stock exchange that it would miss its 2021 earnings targets by £15 million ahead of revealing its full-year results in February. But sales of the DBX roughly doubled, to 3001, giving it an almost 50% share of wholesale volume, which surged by 82%. Aston will capitalise on its popularity by adding new variants over the coming years, reportedly including a coupé and an LWB, while the hot range-topper (to be revealed next week) is claimed to be "the world's most powerful luxury SUV".

PORSCHE

Porsche joined its Bentley and Lamborghini siblings in celebrating a bumper 2021, having sold more than 300,000 cars, of which 88,362 were Macans and 83,071 were Cayennes. The two SUVs were by far and away Porsche's strongest sellers; the third-most-popular model, the Taycan electric saloon, accounted for 41,296 units. SUVs will continue to play a core role in the brand's growth, with an all-new Macan EV arriving in 2023 and an electric Cayenne (or equivalent) reportedly on the cards for a launch around 2025.

LAMBORGHINI

It was a record sales year for Lamborghini, with the Urus taking well over half of its global sales. The SUV accounted for 5021 of the 8405 cars that Lamborghini delivered in 2021 – almost double the volume of the Huracán and more than six times that of the Aventador, which ended production during the year. The Urus is due a round of updates in 2022, then it will provide the basis for Lamborghini's first plug-in hybrid in 2023, likely to run the Porsche Cayenne's 671bhp electrified petrol V8 set-up.

BENTLEY

In Bentley's best year for sales on record ,in which it boosted output by 31% year on year, the Bentayga accounted for 40% of its 14,659 deliveries, compared with the Continental GT's 33% share. Notably, 20% of all Bentaygas sold were specified with the plug-in hybrid drivetrain – a trend that Bentley boss Adrian Hallmark says hints at "the path the luxury sector is heading". Increasing sales of electrified models and investment in their powertrains show Bentley's "commitment to being the first fully electrified and zero-carbon luxury car company in the world". Currently available with a hybrid V6, a V8 and a W12, the Bentayga remains Bentley's sole SUV offering, but the firm's debut EV will arrive in 2025 as a high-riding saloon to slot in between the Bentayga and Flying Spur.

M-car makeover for revamped 8 Series

BMW HAS UPDATED the 8 Series line-up ahead of a public debut at the Amelia Island Concours d'Elegance in the US in early March.

Set for UK sale in the coming months, priced from £81,725, the revised 8 Series receives the performance-inspired M Sport styling package as standard. It imbues the trio of regular models with a number of signature M design elements, including a more heavily structured front bumper and rear diffuser, plus new-look 19in wheels and upgraded brakes with blue calipers on the six-cylinder models.

The more powerful V8 cars receive a similar treatment but with an added splitter element up front, M8-style exterior mirrors, a rear spoiler and a diffuser in a colour that BMW describes as Dark Shadow Metallic. Also included are new 20in wheels and an M-Sport differential as standard.

The standard 10.25in iDrive infotainment display also makes way for a new 12.3in display in all models.

In a development planned for other new BMW models, the new 8 Series and M8 now come with an optional illuminated front grille, with an illuminated surround and "waterfall" lighting for each of the grille elements.

To mark the 50th anniversary of BMW M, all new 8 Series and M8 models can be ordered with optional M emblems in the brand's original colour scheme of blue, purple and red.

The regular 8 Series continues with the same range of engines as before: a turbocharged 3.0-litre petrol straight six developing 333bhp in the 840i; a turbocharged 4.4-litre petrol V8 with 523bhp in the M850i; and a turbocharged 3.0-litre straight six diesel offering 335bhp in the 840d.

Each version gets BMW's xDrive four-wheel drive system as standard.

The M8, now priced from £132,800, continues with its twin-turbocharged 4.4-litre petrol V8, which in the more potent Competition version (the only one available in the UK) makes 616bhp for a 0-62mph time of 3.2sec.

SPECIAL 7 SERIES IS FINAL V12 BMW

BMW will bid farewell to its venerable V12 with a special run-out edition of the 7 Series in the US.

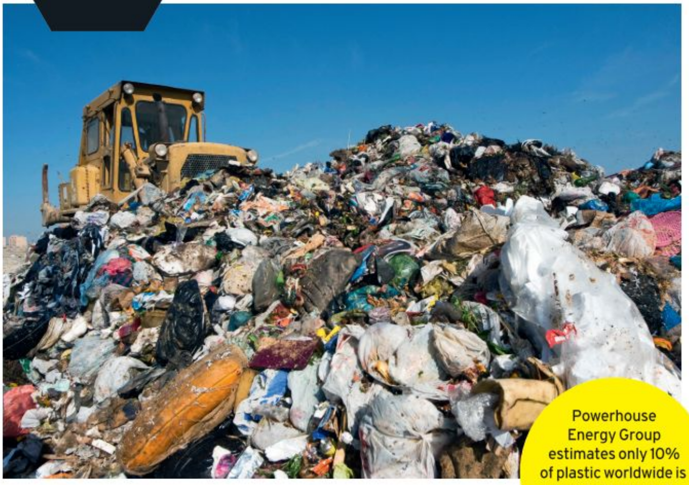
Based on the M760i xDrive, the aptly named The Final V12 will arrive in July to mark the end of BMW using the 6.6-litre petrol engine in its series-production cars. Just 12 examples will be made.

However, Rolls-Royce has confirmed that it plans to use the V12 right up until it goes all-electric in 2030.

UNDER THE SKIN

JESSE CROSSE

HOW TO MAKE HYDROGEN FUEL FOR CARS USING LANDFILL PLASTIC



Powerhouse Energy Group estimates only 10% of plastic worldwide is recycled and wants to turn the rest into clean hydrogen.

RISING LEVELS OF CO_2 might be the biggest threat to life on Earth, but it's by no means the only man-made environmental problem the planet faces. Waste plastic is constantly in the news and many argue that instead of shovelling it into landfill sites, why not recycle it into clean hydrogen fuel that's so pure it can be used to power road transport, including cars?

According to Hydrogen Utopia International (HUI), 368 million tonnes of plastic is produced annually. A relatively small amount of that is recycled or disposed of in a responsible way and production is expected to double by 2030 and increase by a factor of five by 2050. Enter British company Powerhouse Energy Group International and its DMG (Distributed Modular Generation) technology, which HUI has licensed for exclusive use in Hungary, Poland and Greece and non-exclusive use in the rest of the world. Powerhouse says that where plastic can be recycled into other plastics, it should be, but contaminated plastics can be difficult and expensive to recycle and there are limits to the number of times it can be done.

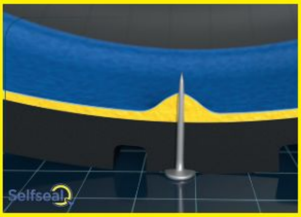
DMG is a thermal conversion process that turns waste materials into gas by exposing them to intense heat but not in the presence of oxygen (pyrolysis). In this case, mixed and shredded but not necessarily clean plastic waste that would otherwise be headed for landfill is added to a chamber heated to around 1000deg C, where it instantly melts and 'gasifies'. Oxidising agents are added next and the resulting chemical reaction produces synthetic gas or 'syngas', containing some carbon monoxide and CO_2, methane (natural gas) and hydrogen. Once the high temperature chamber has been started up using natural gas, a small amount of the syngas gas it produces is used to power it.

Syngas can be burned in gas engines and, in that form, 25 tonnes of shredded plastic can be used to generate 2.8MWh of electricity, but the preference is to separate the hydrogen from it using another process. In its raw state, the hydrogen contains impurities such as tar, preventing its use in fuel cells, for example. A final step cleans up the hydrogen and the finished product is 99.999% pure. There are by-products, including a small amount of inert ash (equivalent to 5%-10% of the original feedstock material) and a hydrocarbon-rich paste that can be used by refineries.

HUI is planning a flagship plant at Konin in Poland and approval by the authorities to start work is expected by the end of this year. HUI production units will be capable of producing 2.7 tonnes of pure, road-fuel-quality hydrogen from 40 tonnes of plastic waste. Only 1.5 hectares are needed for a plant (about the size of 1.5 rugby pitches) and the company says its units can easily be bolted on to existing waste disposal plants.

INSTANT PUNCTURE REPAIRS

Michelin Selfseal repairs a puncture instantly thanks to a millimetres-thick layer of sealant, based on natural rubber, that is used to coat the inside of the tread. As a sharp object such as a nail penetrates the tyre, the tyre pressure forces the sealant against the puncture, stopping the escape of air inside the tyre. If the foreign object is removed, the sealant covers the wound.



GETTY IMAGES

OFFICIAL PICTURES
H233 MJT
M227 YRN

Mini's 2018 New York show car packed only around 38bhp and 65 miles of range but barely added to the original car's 770kg kerb weight so mimicked its performance and handling traits.

No price for the Recharged conversion has been announced but, for reference, Swindon Powertrain's EV conversion kit for the original Mini, which includes a 107bhp motor and can be equipped with a 12kW battery, costs £10,620 including VAT.

Mini to electrify its classics

Owners of original-shape Minis will be offered an official conversion to a full EV set-up

Mini has launched a new in-house programme dedicated to electrifying its older models as the latest step in a wide-reaching campaign to promote the car maker's sustainability credentials.

The new Mini Recharged project – developed by a team of workers at the firm's Oxford factory, following a positive reaction to the one-off electrified Mini shown in 2018 – has been devised as a means of "telling the story of the classic Mini in the 21st century, in a sustainable way". According to the brand, the concept was conceived even before the launch of the series-production Mini Electric hatch.

Owners of the original-shape Mini – produced under various nameplates from 1959 until 2000 – will eventually be able to have their car's four-cylinder A-series engine swapped for a 121bhp electric motor. That will enable the car to cover 0-62mph in around 9.0sec – far quicker than any of the original engines offered. The four-speed manual gearbox makes way for a single-speed item.

Power is stored in a battery of undisclosed capacity. It is charged via a new port under the original filler cap at speeds of up to 6.6kW and is capable of a claimed 99 miles of range. The remaining battery capacity is displayed in a new dial as part of a reimagined version of the original gauge cluster.

EV: 121bhp motor, 99-mile range

The conversion does not require the car to be re-registered and can be reversed at a later stage with the reinstallation of the original motor, which is marked and stored rather than being disposed of.

Mini says the new Recharged project "fits seamlessly into the brand's future strategy, which also includes the aspect of circular economy", noting that it will put new electric cars on the road without building them from the ground up.

Mini boss Bernd Körber, who is leaving the firm in February to head product management at BMW, said the project "preserves the character of the classic Mini and enables its fans to enjoy all-electric performance" and Mini is "connecting the past with the future of the brand".

Further details are expected in the coming months as the scheme's details are finalised.

FELIX PAGE

MINI SALES ROSE IN 2021, BUOYED BY DEMAND FOR EVs

Mini sold 302,144 cars worldwide in 2021 – a 3.3% year-on-year increase – of which 53,243, or 18%, were electrified.

The brand, which will launch its final combustion model in just three years' time, recorded a near 100% increase in demand for the fully electric Cooper SE, which, with 34,851 examples sold, accounted for a tenth of its total global sales.

Britain, Mini's spiritual home country, remains its core market and accounted for 46,211 sales, compared with 43,004 in Germany.

One in every 10 Minis sold was a Cooper SE

THE NOTEBOOK

CHASSIS GURU MATT BECKER JOINS JLR

Ex-Aston Martin chassis guru Matt Becker arrives at Jaguar Land Rover's engineering department with a hefty to-do list to get through.

Having guided the development of such pivotal Aston Martin models as the Vantage, DBS and DBX SUV, he will now play a core role in the electrification of the Land Rover brand – beginning with the Range Rover EV in 2024 – and the ground-up rebirth of Jaguar, in which it will go all-electric in just three years.

Before his role at Aston Martin, Becker was chief test and development engineer at Lotus, which is surely a welcome indication of his priorities for any Jaguar fans worried about the brand preserving its sporting heritage.

TOYOTA GIVES CLOSER LOOK AT bZ LARGE SUV

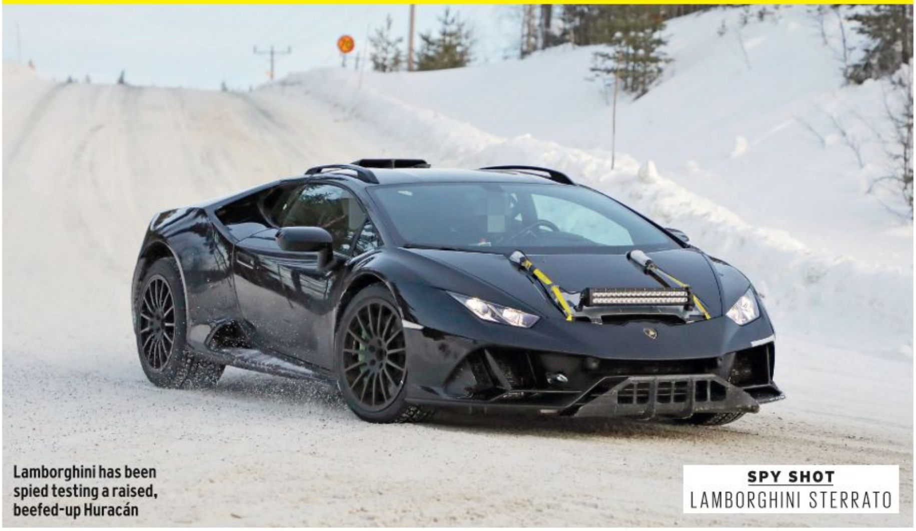
Nearly two months since Toyota boss Akio Toyoda rocked the car industry by unwrapping 15 new electric concepts at once, the brand has given a closer look at the new SUV flagship of its emerging bZ EV family.

It claimed the bZ Large SUV Concept shows "how seven occupants can ride in all-electric comfort", which suggests it will ultimately serve as an EV equivalent of the Highlander and a rival to Volvo's upcoming large electric SUV.

Other cars due to join the "reasonably priced" bZ range include a compact coupé-SUV, a high-riding urban EV and a saloon to rival the Tesla Model 3.

Matt Prior

TESTER'S NOTES



Lamborghini has been spied testing a raised, beefed-up Huracán

As 'decent days at work' go, cold-weather testing the Lamborghini Sterrato must be right up there.

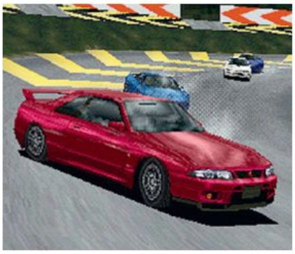
This Huracán-based supercar with rally car-like features first appeared in 2019 as a concept. 'Sterrato' loosely translates as 'dirt road', which gives you an idea of the thinking behind it.

With 43mm more ground clearance than the Huracán, a wider track, balloon tyres, damage-resistant cladding and a four-wheel drive system giving increased rear bias, it was a wild concept. But just a concept?

Apparently not. The fact that it's undergoing cold-weather testing, as our spy shot above shows, suggests that a production run is imminent.

Word is they could make 500-1000 Sterratos. Certainly an extensive cold-testing programme would be extreme if they were going to make only a few, destined to be locked up in collections.

Lamborghini is still several years off replacing the Huracán, and it needs minor updates to keep it ticking over.



Such graphical quality had us in awe in 1998

> "It might just take the good things about supercars and make them more accessible"

Lamborghini keeps making the Huracán better and better, which sounds obvious but is by no means a given in the car industry. When it was launched, it looked glorious and sounded terrific but had handling that was inert, overtly 'safe' and understeery, apparently because customers wanted it that way. Over time, Lamborghini has gradually found that they don't. Last year's STO was one of the most hilarious editions.

The Sterrato could be better again. I haven't driven the concept but, while I'm contractually obliged to pretend no other motoring publications exist, my mate Charlie wrote that it was "the most fun I've had in a supercar" and Motor of Australia's correspondent said it was as special as the Ferrari Enzo. Which isn't a bad place to be.

Supercars can be a pain. Too wide, too stiff, too willing to scuff the nose on bumps and with fragile carbonfibre extremities, they can be no fun to drive except in absolutely perfect conditions. The Sterrato might just take the good things about supercars and make them more accessible. Here's hoping.

■ I've been in our digital archive again this week (see p36 for details). Honestly, stop yourself, Prior. The lost hours.

Anyway, two things caught my eye. First was our review of the PlayStation racing game Gran Turismo, launched in Japan 1997 and arriving in the UK in May 1998, which blew us away mostly with its realistic handling but also with the "photo-realism" of the graphics.

You could race against the clock, computer rivals or a friend on a split screen: a winning formula. The concept is similar today, but instead of racing someone in the same room, you can be punted off track by a teenager in Russia.

I was hooked on the game early on. Still am on the latest one. But if you go back and look at original 1997 footage, 'photorealistic' isn't the word I would use. Yet at the time, I too was convinced.

Now the graphics are so good that I've had friends mistake screenshots from the current game, Gran Turismo Sport, for a photograph of a real car.

Gran Turismo 7 is about to come out, and I'm expecting to be blown away again. But in another 25 years, will we find it as shonky as the original?

■ Also spotted, in the letters section: "Peter Dron asks what have I made that works (6 May 1998 issue). How about 13 million computers?"
Sir Clive Sinclair, Oxfordshire

GET IN TOUCH
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What's happened to hydrogen?

Electrification is accelerating rapidly, yet car makers are ditching fuel cells en masse

Hydrogen fuel cell electric vehicles (FCEVs) should be making their big stage entrance right about now. Petrol and diesel cars are under fire as the UK government pushes harder for zero emissions ahead of its ban on new ICE vehicles from 2030. Meanwhile, hydrogen is a key part of emissions reduction from British power generation (plans were announced last year to produce 5GW worth annually by 2030 – roughly the output of two nuclear plants). And FCEVs eliminate much of the range and charging anxiety prompted by the move from ICE cars. So where are they?

Brits can buy just two FCEVs from mainstream car makers: the Hyundai Nexo and Toyota Mirai. Last year, just two Nexos and 10 Mirais were registered. By contrast, 190,727 battery-electric vehicles (BEVs) were sold – 12% of the car total.

Despite decades of research into hydrogen fuel cells, many car makers are now backing away from the technology.

Honda last year announced it was ending its Clarity fuel cell programme, citing low demand.

In 2020, Mercedes-Benz stopped its long-running F-Cell programme, due to high costs and an inability to lower them.

General Motors has broadened the focus of its Hydrotec fuel cells to embrace "land, air and sea" applications.

Jaguar Land Rover said in April last year that it would test a Defender FCEV by the end of 2021 as part of its emissions-reduction programme, but in October it lost its fuel cell chief, Ralph Clague, and it declined to tell Autocar whether he had been replaced or whether the test went ahead as planned.

And even Toyota, the car maker that has backed fuel cells the most forcefully, has shifted its ambitions for the technology away from cars.

"In terms of passenger vehicles, I don't see fuel cells as being a significant opportunity, honestly. We're talking a few thousand annually [by 2030]," said Toyota Motor Europe president Matt Harrison in an interview last month.

So what's the problem? FCEVs have long been held back by a number of issues, chief among them a lack of

LOCAL HYDROGEN CARS FOR LOCAL FUEL STATIONS

FCEV sales haven't got going in the UK because their makers have been trying to sell us the wrong models, reckons Hugo Spowers, managing director of British hydrogen car company Riversimple.

"Toyota and Hyundai aren't pushing their hydrogen programmes, because there's no infrastructure," he told Autocar. "If you build an intercity limo like the Mirai, you need 300 filling stations to create a credible market for your car, whereas if you build a local vehicle, one filling station is enough."

Riversimple's Rasa FCEV, scheduled for production in 2024, is a two-seat, coupé-style runabout with a projected range of 300 miles, but it's no long-distance cruiser. Instead, it's designed for weekly fills around one local hydrogen pump.

Riversimple is talking to local councils, independent fuel retailers and hydrogen hub developer Element 2 to work out where would be best to install pumps and therefore where to sell the first batch of Rasas.

"We're working to identify eight to 10 launch locations to make a strong business case for a refueller," said Spowers. "We put 100 cars in that market, then they have 100 captive customers."

He hopes that this single pump would then attract locally run hydrogen vans, buses and even lorries.

"Concentrating demand for all these companies is key to building a business case," he said. "It's absolutely delusional to think anyone will roll out a nationwide infrastructure in the hope that vehicles populate quickly enough to make it profitable."

> “In terms of passenger vehicles, I don’t see fuel cells as being a significant opportunity, honestly”

Hyundai has tried to highlight environmental benefits of its Nexo FCEV

THE CHEESE OF THE FUTURE

Hydrogen fuel cells make electricity by causing a chemical reaction between hydrogen and oxygen, of which the only by-product is water.

However, to make hydrogen without using fossil fuels, you have to do the reverse, and that takes a lot of electricity. Ideally, that electricity comes from renewable sources such as wind, otherwise the point of FCEVs is lost.

The BEV argument is that you save a lot of energy by putting that clean electricity straight into a battery. The FCEV counterargument is that there might not be enough batteries to store renewable energy when it’s being generated; for example, on a windy night.

“Hydrogen will play a similar role to cheese,” Sae Hoon Kim, head of Hyundai’s fuel cell centre, memorably claimed in a speech last September.

His analogy recalled nomads who preserved leftover milk as cheese to use over the winter.

“Hydrogen can convert excess electricity generated from wind or solar power into [energy-dense] hydrogen that can be stored in huge quantities,” he said. “Electricity is like milk, hydrogen is like cheese.”

fuelling infrastructure. The UK right now has just 14 public hydrogen fuelling stations.

Toyota was able to take a chance on hybrids in the 2000s because they needed no new infrastructure, but without easy access to hydrogen, FCEVs aren’t attractive.

The UK government is partly to blame for focusing too much on BEVs, argues Celia Greaves, CEO of the UK Hydrogen and Fuel Cell Association.

She said: “There are orders of magnitudes in the difference between levels of support we’re seeing of hydrogen fuelling infrastructure versus chargers.”

Then there’s cost. Hyundai said last year that FCEVs won’t hit cost parity with BEVs until 2030 – but battery producers certainly won’t be standing still for the next eight years.

The Hydrogen Council equates the platinum and iridium needed for fuel cells (and the electrolysers to make the greenest hydrogen) with the cobalt and nickel needed for lithium ion batteries; but new battery chemistries are slowly reducing the need for those metals, lowering fuel cells’ cost target yet further.

Toyota is working on fuelling existing internal combustion engines with hydrogen, but Harrison said this research is so far aimed at motorsport.

“Whether that makes it beyond motorsport experimentation into any sort of engine application, we’re some way off making a judgement on that,” he said.

But as hopes for fuel cells for cars fade, they’re becoming the reality for commercial vehicles, particularly trucks.

“Hydrogen fuel cells have low prospects in cars. However, the range and refuelling advantages mean that heavy-duty applications have long offered a potential use for the technology,” market research firm IDTechEx wrote in a recent report looking at EV trends.

Vauxhall plans to introduce the 249-mile-range Vivaro-e Hydrogen van to the UK next year, while Renault is promising fuel cell vans for sale in 2023.

Meanwhile, hydrogen trucks are being investigated by the likes of Hyundai, Daimler (in partnership with Volvo) and Chinese firm Hyzon, which has already started production.

Toyota Europe is about to start making fuel cells at its Belgian R&D centre to supply customers outside the car industry, such as Portuguese bus manufacturer Caetano.

In the UK, Wrightbus makes hydrogen buses for customers including Transport for London.

The idea now is to create a ‘hydrogen society’ into which one day, advocates hope, you can drive fuel cell cars with much less hassle than today.

“Hydrogen is coming to sit at the heart of energy for the coming decade,” said Greaves. “That gives us the opportunity to put fuel cell cars back onto the agenda, scale up production and reduce distribution costs.”

Whether FCEVs will ever be able to reclaim the momentum they’ve lost to BEVs, however, is a key question.

NICK GIBBS

Riversimple sees a future for city-based FCEVs like the Rasa

Toyota is trialling hydrogen-fuelled ICE in race series

The Mk2 Mirai arrived recently, but now even Toyota has some doubts

EVs open door to growth for Kia

Electrification has levelled the playing field and put the big guns in reach, says UK boss

Kia is one of a handful of car makers that beat the odds in 2021 amid Covid-19 and the semiconductor crisis, reporting significantly improved fortunes. It sold 90,817 new cars in the UK, a year-on-year rise of 29.75%. We asked long-standing UK CEO Paul Philpott how Kia achieved this and what's next for the South Korean brand.

Kia has doubled its UK market share in the past 10 years to 5.5%. How?
"We've had a really good run for 10 to 15 years. Looking back over our history, there's not been a sudden boom year, apart from scrappage [the government scheme of 2009 to 2010]. We've consistently grown our volume and market share off the back of, first and foremost, very strong progression in our product range and, latterly, through the increasingly fast pace towards electrification. That gives us a strong platform to make progress with the Kia brand.

"We've become a very respected brand in the UK, and that's a major change from where we were 10 years ago. The other factor alongside product, customer focus and our dealers is our seven-year warranty, which continues to be industry-leading."

What UK market share are you aiming for?
"We're not looking to double it again in the next 10 years. I think we can establish ourselves in the top five or six players in that time. At the moment, we have an inflated market share, because we benefited from better supply than many of our competitors [during the pandemic and the chip crisis]. Our natural position is 5%, and we need to be in the sixes to hit the top-five players."

Paul Philpott is Kia's UK CEO

What ensured you had a good supply of vehicles last year?
"Firstly, at the end of 2019, we stockpiled European car production because of Brexit and fear of tariffs. Secondly, in 2020, following the first lockdown, we saw a rapid bounce back in customer demand. That meant in the first quarter of 2021, we took a bullish approach to keep production plants producing and taking stock in the UK. We made sure our dealers had stock when demand came back following the second lockdown. We had a full compound of cars. That gave us a strong start.

"Alongside that, the speed of demand returning was particularly for electrified cars. We have three EVs on sale, three plug-in hybrids and two hybrids. We're in a good position to capitalise on that bounce in demand for electrified cars far ahead of demand for petrol and diesel cars."

EVs' overall UK market share in 2021 was 12%, yet EVs made

EV6 shows that Kia can challenge premium brands

Popular Sportage now offers hybrid and PHEV power

Kia sold **12,271** examples of the e-Niro in the UK last year, putting it behind only the Tesla Model 3 in the EV rankings.

up 16% of Kia sales. Did you prioritise the supply of EVs?

"We had to balance all of our registrations to achieve our [legally mandated] CO_2 target for 2021, which we did by some margin. There were two major issues: one was EV supply to achieve CO_2 targets, but at the same time we were running out the Mk4 Sportage, which was our biggest-volume product but also our oldest product, meaning it had some of our highest CO_2 figures. So it was a balancing job. But demand for EVs was so strong. We've left the year with an exceptionally strong order bank for the EV6 and the e-Niro."

What has the move towards electrification done for Kia?

"Someone said to me that electrification is a real leveller for brands. When we were competing with only ICE powertrains, there were clear benefits for, let's say, the German premium brands. With new tech, like electrification, I think people are reassessing who the leaders are. Tesla was number one last year, but the e-Niro was the second-best-selling EV and Audi was number five. Electrification gives Kia a real opportunity to continue to make rapid progress."

When do you think supply will come back to the industry as a whole?

"Right now we have the biggest order bank that we've ever had. If there were free supply, I think the industry would be booming. People have money to spend, having not spent as much as they would have done over the past two years [amid Covid].

"I think supply will start to improve in the second half of the year, but it won't be until 2023 that the semiconductor issue will be resolved to any level of satisfaction. It will be about reducing lead times, rather than building up supply and stock levels."

Will the upcoming EV6 GT become Kia's halo car?

"Yes. In an increasingly electrified world, an EV with a GT version that accelerates from 0-62mph in 3.5sec is a real halo product. There's still a role for the [V6 petrol] Stinger in the short to medium term. We won't be pushing [EV6 GT] volume: it's far more a driver of brand perceptions and our EV capability."

How will you push upmarket with EVs while maintaining sales of more affordable models like the Picanto?

"The Kia brand is quite malleable. If you look back 15 years, we've always done well spanning a broad price range on our vehicles. Yes, we've moved the price range forward quite dramatically, but it's about the reputation of the brand that makes well-engineered, affordable cars. The Picanto is still an important player as a second car."

There has been a lot of work on Kia's branding over the past decade. Is there more to do?

"There is more work to be done, but I think electrification gives us a big opportunity. The brand snobbery which has existed for many years has potentially held Kia back in the past, but electrification and establishing ourselves as one of the leaders of it is going to drive Kia forward. We retain today's benefits of design, engineering and reliability, but adding this dimension as a leader of electrification gives us further opportunity to make Kia a major brand."

How many cars are you hoping to sell this year?

"It's the first full year of the EV6 and we're about to launch a new Sportage and then a new Niro. The combination of those three cars will represent about 60% of our sales. I think we're capable of at least 5% growth, which will take us pretty close to the golden target [100,000] that we've wanted to achieve for a long time. But we're not going to push it. We're not about getting to numbers that fall away the next year because we've damaged residual values. It's about sustainable growth."

RACHEL BURGESS

INFRASTRUCTURE, NOT INCENTIVES, KEY TO EV TAKE-UP, SAYS PHILPOTT

When the government suddenly reduced its Plug-in Car Grant even further late last year, the automotive industry was frustrated by the surprise move, given that the UK has set itself the goal of being net zero by 2050.

However, Kia UK boss Paul Philpott said: "None of our EVs currently qualify for the grant, and we're not seeing demand decrease.

"I believe the grant has served its purpose, and while I think incentives are really important, infrastructure is more important than incentives for take-up of electrified vehicles.

"The government must continue to invest in rapid implementation of charging infrastructure to give people confidence that their next car can be a plug-in car."

150kW
150kW

Chargers must now be government's focus, believes Kia UK boss

Jim Holder

INSIDE INFORMATION

New Sandero offers Renault Clio merits for very low prices

'ENOUGH AND NO more' is an appealing mantra that almost nobody truly follows. Why else would you aspire to own a particular brand of shoe, shop in a different supermarket chain or use a certain type of phone?

But it is a mantra we can all apply to some aspects of our lives, as Dacia's surging success shows. Drivers who want little more than they need just can't get enough of its stridently value-focused cars: last year, it broke into the top three for retail sales in Europe, on a 6.2% share.

Registrations hit 537,095, led by the Sandero (226,825) and the Duster (186,001). Behind them, the Spring Electric (27,876) didn't go on sale until the autumn, while the Dokker (44,684), Logan (27,136) and Lodgy (24,526) weren't sold in all markets.

Profitability is strong, too, given the heavy recycling of platforms and technology from within the Renault Group. Huge chunks of the development costs have been amortised by the time a Dacia arrives, so margins are big despite the low prices.

Some describe Dacia as an anti-brand, such is its value focus, but its appeal is a bit more complex than a box of cornflakes. By keeping tech and nice-to-haves in check, it fights for buyers looking to spend no more than they have to; or wanting a well-specced, well-warrantied alternative to a used car.

And then there's the upsell: literally almost no Dacia buyers opt for the UN-spec white, optionless base models with their eye-catching sticker prices.

This philosophy has put Dacia on a collision course with authorities on several fronts – recently safety and increasingly electrification.

On the former, it so far appears to have been Teflon-coated, sales figures suggesting any reputational damage from Euro NCAP's two-star Sandero verdict (largely due to it not having sufficient active safety tech fitted to keep costs down) has been negligible.

The latter Dacia sees as an opportunity. Yes, it now has an EV and the upcoming Jogger seven-seater will be available as a plug-in hybrid, but it's in no rush to usher in expensive tech when its no-frills approach means its cars are usually lighter than rivals and thus don't exceed emissions targets anyway.

If (heavier) rivals have to electrify, Dacia's price advantage could even grow for a few years at least, even if its stance inflames opinion among eco-minded buyers.

It also has the arrival of the Jogger to look forward to, followed mid-decade by the Bigster, a large SUV that's bang on-trend.

There's a notable focus on styling improvement, too. 'Enough and no more' is seemingly more than enough. Dacia isn't a brand for everyone, but there's no shortage of frugal-minded shoppers in this day and age.

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Steve Cropley

MY WEEK IN CARS

Prodrive's BRX Hunter made a decent start to its rally-raiding career

MONDAY

What will automotive life be like in 2030? I spent the evening with my nose in our digital archive (see p36), looking back eight years for guidance about the situation eight years forward. Beyond obvious stuff (we will be chest-high in EVs and chargers and plug-in hybrids will need far longer electric-only ranges), I found no nuggets. There will be surprises about how EV motoring is paid for, but for now it's in the authorities' interests to avoid specifics about that (if they have any).

One thing I did notice, though, is how much we talked about body and chassis rigidity back then, as if it were something special, like a swanky hi-fi. Nowadays, all cars have unimpeachable rigidity, which makes it amusing to recall when they didn't. With one 1960s Ford (Cortina, I think), you had to avoid parking on uneven ground and opening a door, because you wouldn't be able to close it again. Creaking noises from the rear of pre-BMW Rollers were dismissed by snooty salesmen as "the leather working, sir". Craziest of all was a quirk of the Fiat Croma and related Lancia Thema, discovered during an action photoshoot: on the limit through a left-hander, their bodies twisted so much that their boots would open. I'm so glad we've moved on.

TUESDAY

In a long and chequered history of running long-term test cars, I've never before moved from one model to another from a similar stable. I did it today, though. My Dacia Sandero Stepway, a doughty ally over 16,000 miles and nine months, has been replaced by a slightly larger Dacia Duster. I ran the Sandero because it was brand new at the time and we needed the story, but I'm running the Duster now out of naked self-indulgence. It's one of my favourite cars, and I'm looking forward to telling you why.

> "Their bodies twisted so much that their boots would open"

WEDNESDAY

I grabbed a quick word with Prodrive boss David Richards on his return from the Dakar Rally in Saudi Arabia, where two of his three BRX Hunter racers finished second and fourth (the third barrel-rolled spectacularly out of the competition). I offered congratulations, as you do, but Richards wasn't in the mood. "It's hard to be happy about not winning," he said. "But the team did well and the car is working as it should." Prodrive is now taking orders for customer cars and planning a full championship campaign. What this sport now needs, it strikes me, is a slick new form of coverage, with drone video, views from the cockpits and what football broadcasters call "expert analysis". Nightly bulletins for the Dakar fortnight would definitely float my boat.

Dacia Duster is one of Cropley's favourite cars

AND ANOTHER THING...

move electric

I trust you've caught up with our associate website Move Electric, which started life in December as a hub for news, tests and information on everything that's electric and, er, moves. Its editor is James Attwood, who remains one of Autocar's best friends.

SUNDAY

I counted the number of times I've paired my phone with a different car since Christmas 2020 and out came the number 57. This profusion of vehicles helps account for my abiding hatred of the compulsory lane keeping assistance systems that cars now have and of the never-ending struggle to turn them off – via screen menus, stalk switches, dashboard switches (hidden in the dark, down near your right shin) and, in one memorable case, buried in an overhead console.

Safety zealots insist that these introducers of imprecision into your perfectly nice steering system have a net benefit – but with a deep sense of irony, I note research that found half the markings on UK roads are too faint to be seen, so the systems can't even be relied on to function when they're active, as it were.

One more thing: having to turn them off every time you drive is an outrage. It strikes at the heart of my civil liberty. Surely we drivers are adult enough to make one decision and have it stick?

GET IN TOUCH

✉ steve.cropley@haymarket.com @stvcr

Damien Smith

RACING LINES

Daytona gets very crowded for 24 hours each year

LYNN CHASES THE DREAM

Big sports car wins are what count for the Brit, starting this weekend

The 60th Daytona 24 Hours opens the American sports car racing season this weekend, with a whopping 61 cars – the most since 2014 – jostling for space around the 3.56-mile circuit made up by the famous tri-oval combined with an infield road course.

The calibre of the drivers competing is astonishing: Nascar and Indycar legends, ex-Formula 1 aces and the cream of rising talent who are now targeting futures in a code of motorsport that's on the cusp of a fantastic new era. Sports car racing is where it's at, outside of F1.

Among the new elite is Londoner Alex Lynn, who will make his Daytona 24 Hours debut this weekend as he embarks on a full-time campaign in the IMSA Sportscar Championship, at the wheel of a top-class Cadillac DPi prototype for one of America's most iconic teams, Chip Ganassi Racing.

Not so long ago, Lynn was knocking for opportunity in F1 as a Williams development driver, but like so many before and since, hit a financial glass ceiling. Formula E beckoned, and last year with Mahindra Racing he became a winner in the electric single-seater series. But at 28, he's now fully focused on collecting overall wins in the world's biggest sports car races.

Along with his Ganassi deal in 2022, he will juggle a full-time drive in the World Endurance Championship in an LMP2 category also fit to burst with quality, racing for United Autosport, with which he finished fourth in class at the Le Mans 24 Hours last year. "I'm excited about where I am in my life," says Lynn, and no wonder.

BANKING ON DAYTONA

His trophy haul is already strong

Among the 61 entries for Daytona, only seven are DPis that will vie for overall victory on the high-banked tri-oval. Every driver on the list will fancy their chances of winning a watch from sponsor Rolex – coveted by anyone who races in the Daytona classic – in a punishing event in which slicing through traffic is a constant challenge.

> "Everyone is vying for LMDh, to put themselves in the shop window"

Ganassi has two Cadillac DPis entered. One is driven by reigning Indycar Series champion Álex Palou, six-time Indycar champion Scott Dixon, all-rounder Sébastien Bourdais and the experienced Renger van der Zande. Lynn shares the #02 with ex-F1 stars Kevin Magnussen and Marcus Ericsson and two-time Le Mans winner Earl Bamber, and he's raring to go after sampling Daytona in testing.

"Daytona looks simple, but it's really not," he says. "There are only six real corners, but you're racing against guys who have done the race up to 20 times and have perfected every corner. Coming in for the first time, you must work hard to get up to their level.

"This is a race that I have come close to doing in the past and have really wanted to do, so to finally get the chance, especially with this team, is really cool. It's the last big race in the endurance world that I haven't done, and I'm really pumped to try to win a Rolex..."

CHASING THE BIG WINS

Lynn already has a Sebring 12 Hours victory to his name, following a successful one-off cameo with Wayne Taylor

Racing in 2017, and now his target is to add Daytona, Le Mans, the Nürburgring 24 Hours (in which he also hopes to race this year) and more to his career tally.

What's significant about his chance with Ganassi is the longer view for next year and beyond, when the new LMDh category kicks in. The team will run Cadillac's global programme, including Le Mans as well as IMSA, taking on Acura, Alpine, Audi, BMW and Penske's Porsches, plus the parallel LMH lot of Glickenhaus, Peugeot, Toyota and the most exciting returnee of them all: Ferrari. It's going to be mind-bogglingly competitive, and Lynn has already ensured that he will be right in the thick of it.

His split from Mahindra at the end of the last Formula E season was a surprise, not least, it seems, to himself. But when we spoke to him last year, Lynn was already talking about collecting big sports car wins as his true calling.

"The landscape has changed and sports car racing is really on the rise," says Lynn, who already has a Le Mans class win to his name (GTE Pro for Aston Martin in 2020). "When I sat back and looked at what I want to achieve in my career, it's winning the big sports car races overall, in the top category, that counts. I did have opportunities to stay in Formula E, but this is what I want."

UNITED HE STANDS

The Ganassi programme allows Lynn – son of historics racer Shaun – to embark on what he describes as an "adventure" around the US and its wonderfully open and friendly racing scene. But the United Autosport drive is a big deal too, taking him back to the WEC, in which he raced a GTE Pro Vantage AMR from 2018 to 2020.

A record 39 cars will line up in the WEC this year, 15 of them in the LMP2 class – all of which are strong and include Penske, which is using the season to prepare for its Porsche LMDh campaign next year.

"There are a lot of top drivers," says Lynn. "You can tell everyone is vying for LMDh, to put themselves in the shop window. I'm excited, fully focusing on my career to maximise everything, especially in this 12-month period. It will be busy, a lot of air miles, but it's an adventure. I'm 28, I have good experience and I still have my youthful speed! It's a nice time to really try and achieve some big things."

Sporting a Rolex on his wrist after this weekend would be the perfect start to what looks set to be the most significant chapter of Lynn's racing life.

GOOD WEEK

TEAM WRT

The brilliant Belgian squad claimed a dominant one-two with its Audi R8 LMS GT3s in the Dubai 24 Hours. MotoGP legend Valentino Rossi will drive a WRT Audi this year: see him at Brands Hatch on 30 April to 1 May.

BAD WEEK

MAX VERSTAPPEN

Formula 1's new champion crashed out while leading the Virtual Le Mans 24 Hours, losing control of his Team Redline LMP entry at the seven-hour mark after taking too much kerb at the Ford Chicane. Lucky sim racing doesn't hurt.

Lynn finally won his first ePrix last year, and in London to boot

TOP STEP The Dakar Rally

Nasser Al-Attiyah (right) and co-driver Mathieu Baumel celebrate win

HE HAD WON the Dakar Rally three times before, but Qatari off-road racer Nasser Al-Attiyah's fourth was extra special, given that it was his first since the event relocated to the deserts of Saudi Arabia in his home region.

The Toyota Gazoo Racing driver dominated the epic event in his Hilux, winning just two of the 12 stages but leading nine-time World Rally Champion Sébastien Loeb – who was driving a Prodrive-built BRZ Hunter – by 27min 46sec at the finish.

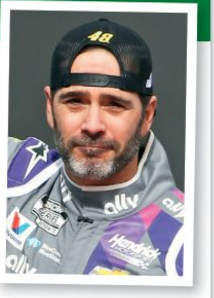
Audi endured mixed fortunes on its Dakar debut with its new hybrid-powered RS Q E-tron. Stéphane Peterhansel, a 14-time Dakar winner, was out of contention after crashing on the very first stage and team-mates Carlos Sainz and Mattias Ekström lost lots of time to navigational errors.

But the Audi won four stages on its debut and was considered at least a match on pace for the Toyota and Prodrive entries. Ekström finished ninth and Sainz 12th.

Riders and drivers covered 5204 trying miles across 14 days

MOTORSPORT GREATS

JIMMIE JOHNSON



A seven-time Nascar champion and two-time Daytona 500 winner, Jimmie Johnson is a racing legend with nothing to prove – which makes the 46-year-old's switch to the Indycar Series with Chip Ganassi Racing all the more valiant. Perhaps he should know better at his age! The learning curve proved steep for Johnson last year, but he will be back for more this season, when he's also due to take on the Indianapolis 500 for the first time. Respected for his humility as well as his standout speed in stock cars, the Californian has also competed regularly in the Daytona 24 Hours sports car race. This weekend he will return in an Action Express-run Cadillac DPi prototype, sharing with Toyota Gazoo Racing Le Mans heroes Kamui Kobayashi and José María López and seasoned German Mike Rockenfeller.

GETTY IMAGES

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TESTER'S NOTE
The low-backed bucket seats look small by modern standards but proved comfortable and supportive. Unlike the C-Type Continuation, the LM-C doesn't have a non-period roll bar. That makes it look more elegant, but I would prefer that protection, given the lack of a roof. **MD**

TESTED 8.1.22, OXFORDSHIRE **ON SALE** NOW

ECURIE ECOSSE LM-C

Yes, this is entirely new, not from the 1950s – and no, it definitely isn't a Jaguar C-Type

Sorry to start on a downer, but George Orwell's gloomy admonition in Nineteen Eighty-Four that "who controls the past controls the future" has gained an unlikely relevance when it comes to famous cars. That's why the Ecurie Ecosse LM-C definitely isn't a Jaguar C-Type, even though it looks like one.

Jaguar has confirmed that it will be building 16 C-Type Continuations, each a near-perfect copy of the sports racer that won the 1953 Le Mans 24 Hours. While the LM-C, built by a company that takes its name from a famous old privateer racing outfit, is without official sanction or any hint of Jaguar branding.

Given that Jaguar successfully sued the maker of another C-Type replica on copyright grounds, the careful legal distinction being made here is doubtless a prudent one.

But it also reflects a deeper truth – one that I struggle to spot even after carefully comparing the LM-C with pictures of genuine C-Types. This car is substantially bigger.

According to Ecurie Ecosse's Chris Randall, the LM-C is 100mm longer and 50mm wider than a true factory car, but the proportions are so spot on that the change is almost invisible.

The difference is down to a fundamental switch in purpose: unlike the C-Type, the LM-C was designed for road use, rather than purely motorsport, so the changes free up considerably more space in what would otherwise be an uncomfortably tight-fitting cabin.

Not that the real-world mission feels particularly likely on the day of my test drive. In contrast to the stirring Scottish background of the images you see here, I experience the car in rural Oxfordshire in wet, wintry conditions. Beyond a silly-looking borrowed flying helmet and goggles, weather protection comes from nothing more than the LM-C's cut-down Perspex screen and a much smaller pop-up glass wind deflector.

Sonorous straight six makes up for limited wet-weather protection

Under the skin, there's plenty of differentiation. Like the C-Type, the LM-C has hand-formed aluminium panels over a chassis fabricated from steel tubing, but it benefits from non-prototypical strengthening plates and different suspension mounting points.

The engine is a Jaguar XK straight six, naturally, although with capacity increased to 4.2 litres and all of the fuel-injection and emissions control gear necessary to pass the IVA test added (see above right). It makes an entirely respectable 300bhp, which is delivered to the rear axle through a five-speed Tremec gearbox similar to the one found in late-era TVRs.

At just 1000kg, the LM-C has a potent power-to-weight ratio – especially given the 185-profile Avon Turbospeeds charged with powering, steering and stopping it on the cold,

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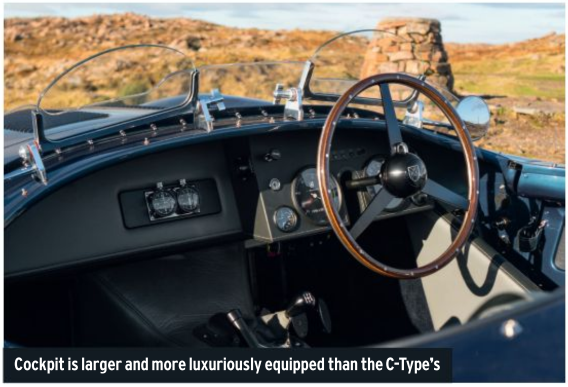
> This is a car with a low tolerance for inexperience

LM-C is as long as a Ford Fiesta but notably narrower and only 65% as tall



Cockpit is larger and more luxuriously equipped than the C-Type's

NEW CAR IS HISTORY IN THE MAKING

The original Ecurie Ecosse (French for 'Team Scotland') was more a privateer collective than a team. It competed in many disciplines with a rotating cast of star drivers and cars. Its crowning achievement was victory in the 1956 and 1957 Le Mans 24 Hours with Jaguar D-Types, but it won no fewer than 59 podiums with seven Jaguar C-Types, all of which still exist.

Like those cars, each new LM-C has its body and chassis made in Coventry, with welded steel spaceframe chassis and hand-formed thin-gauge aluminium bodywork. It's then trimmed and has its engine fitted at Ecurie Ecosse's workshop in Henley.

The C-Type uses carburettors, but the LM-C uses multi-point fuel injection through a completely new inlet manifold. This works with a Life Racing F88 ECU, a lambda probe and a catalytic converter to give emissions clean enough for the car to pass the UK's IVA test, therefore enabling it to be road registered as new.

soggy asphalt that fate has dealt me. Ecurie Ecosse hasn't added any modern electronic safeguards.

This is a car with a low tolerance for inexperience. The engine's lumpy idle is sometimes harmonising, sometimes seeming to slow down to countable beats; and the sharpness of the accelerator response and the abrupt clutch take some getting used to while passing through Henley's one-way system.

Yet my trepidation doesn't continue much beyond the first derestriction sign. Scrabbling traction indicates the rears have only a limited capacity to produce longitudinal grip and corners confirm that lateral loadings aren't going to be much higher. But the LM-C flags its limits as clearly as pretty much anything I've driven, and the unassisted slack-free steering delivers both proportional front-end response and what feels like unambiguous feedback, even though much of this is about growing slip angles.

Reassuringly, the back end grips harder than I expected, following the front faithfully unless deliberately provoked. The accelerator pedal's sensitivity makes this easy to do, too – but the joy of driving is definitely in managing the relationship between the axles while trying to get the best out of both at fairly modest speeds.

Even though the cockpit is larger than the C-Type's, it's still a snug fit.

The materials are far plusher, with a leather dashboard facing where the C-Type has painted metal, a pair of period-appropriate Tag Heuer stopwatches mounted to it.

The switchgear is clearly more modern than the 1950s inspiration but is mounted unobtrusively in an offset panel on the right-hand side.

A wood-rimmed steering wheel sits between a tachometer and a speedometer, with the needle of the former sweeping anti-clockwise, as in the C-Type.

The rest of the driving experience is similarly no-nonsense. The manual gearshift has a solid action and nice weight, and although the all-disc brakes require hefty pressure to wake up, they bite hard and effectively once they do – much more than my experience of actual 1950s classics had led me to expect.

The engine sounds great all of the time, even through the padding of my Biggles outfit, but it soon becomes clear that there's little point making anything other than occasional trips to the 5800rpm redline, as the car is happiest when riding the upper reaches of its mid-range.

Sitting low, the aero screen is surprisingly effective at deflecting rain and spray when you're travelling at reasonable speed, but slowing down means getting wet.

While it seems unlikely that any buyer will regularly use this car for winter work, it copes impressively well with the unlikely challenge. It's one of those cars that makes any journey feel like an adventure, although, given free choice, I would definitely opt for warmer and drier conditions. Yet the usability is the key difference from the C-Type Continuation, the Jaguar being intended for historic competition rather than road registration.

The LM-C's design clearly comes from the same starting point, but its ability to wear numberplates is the key difference. It's not a true original, but it is a hugely entertaining car.

Ecurie Ecosse will produce only a very limited run of the LM-C (beyond that, it's planning more cars inspired by the outfit that it's named after), and while £516,000 is a substantial price tag, it represents a significant saving from the undisclosed seven-figure sum required for the C-Type Continuation. Arguably further proof that the next part of Orwell's famous line was right: "Who controls the present controls the past."

MIKE DUFF

ECURIE ECOSSE LM-C

Demands respect, as you'd expect of a '50s racer, yet surprisingly usable. Beautifully built but very expensive

★★★★☆

Price	£516,000
Engine	6 cyls in line, 4200cc, petrol
Power	300bhp at 4940rpm
Torque	327lb ft at 4450rpm
Gearbox	5-spd manual, RWD
Kerb weight	1000kg
0-60mph	4.8sec
Top speed	157mph
Economy	na
CO_2, tax band	na
RIVALS	Jaguar C-Type Continuation, GTO 250 TR Revival

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CITROEN E-BERLINGO

New electric version of venerable people carrier is suddenly the only one available

A remarkable thing happened to the Citroën ë-Berlingo while we had it on test. On the third day, without warning, it changed from being an expensive EV outlier in a range of piston-powered people carriers into the mainstream model.

Stellantis issued a terse release explaining that, henceforth, petrol and diesel versions of its van-based MPVs (including the Berlingo, Opel/Vauxhall Combo and Peugeot Rifter triplets) would be electric-only in the UK and EU. Combustion would still power the commercial versions, but the family-oriented ones were goners.

The idea was "to ensure the future viability of these models", which at first seemed a contradiction in terms. You had to read further to get the true gist: van-based MPVs are heavy and have a big frontal area so use more fuel than svelter ones; and with car makers pressured to cut emissions, something had to give. The Berlingo and its ilk were that something.

None of which strictly affects the merits of the ë-Berlingo: it's still a useful, utilitarian MPV. But what the change means is that the leisure vehicle aspect of the Berlingo-Combo-Rifter range – extensively depicted all these years in the brochures – is gone. That's a function of poor range, which our test (admittedly in freezing conditions) showed to be drastically shorter than the "up to 182 miles WLTP" the 50kWh battery is claimed to deliver.

It repeatedly showed the realistic range to be somewhere between 110 and 120 miles, and you would only travel that far if you were absolutely sure of finding reliable charging at your destination. If, as is common, you risk pitching up at overcrowded or unreliable chargers, you would be wiser to factor in 90- to 100-mile hops – a major change of capability in a car whose petrol and diesel versions get close to a 500-mile touring range. The Berlingo is now a pretty much city-bound people carrier. End of.

In that role, this XL model, with the longer of two wheelbases, does quite well. It is very large inside, and among the few seven-seaters with both great access and adult-size room (head, shoulder and knee) for its rearmost seats.

Fold or remove those seats and you're given a very large, high and symmetrically shaped luggage area.

The price you pay is an overall length knocking on 4.8m, which makes it long in a supermarket space and isn't helped by a fulsome width (with the admittedly panoramic side mirrors) of 2.1m. The short-wheelbase M makes more sense in the city, unless you need seven seats.

The Berlingo performs well as an EV, despite a 2.44-tonne kerb weight. A 136bhp motor driving the front wheels delivers a very respectable 0-62mph time of 9.0sec (accelerator response is sharpened by Sport mode or dulled by Economy), although the top speed is modest indeed at 84mph and you will shorten the range yet further if you go anywhere near it.

Happily, the ë-Berlingo retains most of the suppleness we're used to, probably because the chassis people are content to allow rather relaxed body control in exchange for good, quiet bump absorption. There's a pleasant strolling aspect to progress.

The long wheelbase can make the XL feel cumbersome, but the steering is as nicely weighted, accurate and perfectly geared as it has always been. Driving this MPV is still fun.

In sum, it's a thoroughly decent vehicle, but its bandwidth of usability is restricted. Its accommodation is brilliant but its shortage of range will be a bind for many. The basic Feel version is well priced and comes with the virtue of 16in tyres on steel wheels that are far harder to kerb than most. It's a very practical thing – except in one all-important aspect.

STEVE CROPLEY
@stvcr

TESTER'S NOTE
Citroën tacitly acknowledges the range issue through a special dial that shows how much power you're consuming with fripperies like cabin comfort. Economy mode limits cabin heat and assuages feelings of guilt. **SC**

CITROEN E-BERLINGO XL FEEL

Ultra-practical MPV offers unrivalled space in an affordable package, but its range will be a problem for many

★★★☆☆

Price	£30,495 (after grant)
Engine	Electric motor
Power	136bhp
Torque	192lb ft
Gearbox	1-spd, FWD
Kerb weight	2440kg
0-62mph	9.0sec
Top speed	84mph
Battery	50kWh
Range	182 miles
CO_2, tax band	0g/km, 1%
RIVALS	Peugeot e-Rifter, Vauxhall Combo-e Life

Softness and suppleness is the name of the game; interior is almost unchanged

TESTED 10.12.21, BEDFORDSHIRE **ON SALE** NOW

TURBO TECHNICS FORD FIESTA ST

Tuner upgrades hot three-pot supermini's turbocharger to give it 285bhp

For many people, owning a car means modifying it and making it their own. Few cars cater to this better than fast Fords, so if you have a Fiesta ST and want to uprate it, you're not short of choice.

Ford-sanctioned fettler Mountune offers various plug-and-play kits to boost the 197bhp three-cylinder turbo engine with few downsides, but if you want even more than the 256bhp offered by its M260 kit, you will need some hardware changes.

This is where Turbo Technics comes in. The Northampton-based firm has been offering turbo kits for various cars, from Ford Capris to the Nissan Figaro and the Volkswagen Golf R (easily capable of 550bhp, apparently), since the 1980s.

For £1140, it will take the Fiesta ST's turbo and gut most of it, uprating the shafts, compressor wheels and bearings plus modifying the housing to optimise the shape for power rather than efficiency.

The result – as long as you also fit a bigger intercooler, a new ECU tune and a freer-flowing exhaust and intake – is approximately 285bhp. From a 1.5-litre triple. In a front-wheel-drive supermini.

For such a heavily boosted engine, it's remarkably well behaved. Granted, there's more lag and it wants at least 2500rpm on the tacho before it really wakes up, but the more old-school turbo experience is quite exciting. It also feels quite content to headbutt its 7000rpm limiter while remaining tractable at low revs.

It's right at the limit of what the chassis can handle, though. On a cold winter's day, it proved to be well over it. If the boost comes in midway through a corner, the Michelin Pilot Supersports will break traction quite suddenly and give up any attempt to follow your chosen cornering line. Lift off and the Fiesta ST's naturally playful balance quickly converts understeer into oversteer.

If you just want a bit of extra poke from your everyday and all-weather road car, Turbo Technics' kit is overkill. However, if something slightly unhinged is what you're after, or if the power upgrade is to be part of a more comprehensive build, this conversion is hard to fault. Just don't expect it to be as well-rounded as something that was designed from the outset with this level of power.

ILLYA VERPRAET

TURBO TECHNICS FORD FIESTA ST S285 HYBRID

Devastatingly fast yet tractable and delivers power in a fairly linear way. Traction is an issue in poor weather

★★★⯪☆

Price	£3026 (plus donor car)
Engine	3 cyls, 1497cc, turbo, petrol
Power	285bhp at 5400rpm
Torque	305lb ft at 3750rpm
Gearbox	6-spd manual, FWD
Kerb weight	1262kg
0-62mph	5.6sec (est)
Top speed	150mph (est)
Economy	na
CO_2, tax band	na
RIVALS	Mountune Ford Fiesta ST M260, Toyota GR Yaris

TESTED 22.12.21, NORFOLK **ON SALE** NOW

AC SCHNITZER ACS1 35i

New chassis set-up and design elements bring BMW M135i some extra sparkle

The AC Schnitzer recipe usually goes like this: tease some extra power from a BMW's engine, cut some flab from the chassis and add a bit of glitz inside. But the transformation from M135i to ACS1 35i is rather timid. The problem is the hot hatch's eight-speed automatic gearbox: the 2.0-litre turbo four's 302bhp output is pretty much all it can cope with, so AC Schnitzer hasn't added any more power.

Instead, it has fitted its own carbon-tipped exhaust (£1736), which includes an ECU-controlled valve, just like the factory system; its own flow-formed 20in wheels (£4406); and coilovers (£2457). The suspension is also AC Schnitzer's, and although its height, bump and rebound are adjustable, it comes with the German firm's preferred settings.

A front splitter (£831), spoiler add-on (£313), metal pedals (£188) and black anodised-aluminium gearshift paddles (£295) are also available.

Including painting and fitting, the full conversion costs £11,584.

The new wheels and suspension immediately make the ACS1 feel like a much more serious machine than the M135i. You can feel the road through the seat and steering wheel. Yet even with just a smear of rubber on the big wheels, the suspension still manages to isolate most of the real nastiness from the surface below.

Even with a new exhaust system, the turbocharged engine has no more character. It remains purposeful and practical but never memorable.

The same can't be said of the gearbox, which is too stubborn to go unnoticed. Its shifts are slow and blurred: there's none of the snappiness some modern autos exhibit, let alone the whip-crack efficiency of a dual-clutch unit.

Even so, the ACS1 can really sparkle. Along with a greater sense of the car's grip, thanks to those lovely sensations percolating through the controls, the new suspension adds more control. It turns BMW's hot hatch into a proper driver's car.

AC Schnitzer's changes might seem minor and maybe expensive for no extra power, but the difference they make is more profound than you initially imagine. They change the character of the M135i enough so that it becomes livelier and more intense, and it behaves in a way that matches its new-found credibility.

WILL BEAUMONT

AC SCHNITZER ACS1 35i

AC Schnitzer's considered changes turn BMW's strait-laced hot hatch into a more exciting prospect

★★★★☆

Price	£11,584 (plus donor car)
Engine	4 cyls, 1998cc, turbo, petrol
Power	302bhp at 4500-6250rpm
Torque	332lb ft at 1750-5000rpm
Gearbox	8-spd automatic, 4WD
Kerb weight	1525kg
0-62mph	4.8sec
Top speed	155mph
Economy	34.4-35.3mpg
CO_2, tax band	155-157g/km, 35%
RIVALS	Abt Audi S3 Sportback, Brabus B35S

AUTOCAR
ROAD TEST
No 5558

PHOTOGRAPHY WILL WILLIAMS

Fiat 500

Rather than take its pension, Fiat's 65-year-old star car heads into the electric age

MODEL TESTED **ICON 42KWH**

Price £26,995* ● **Power** 117bhp ● **Torque** 162lb ft ● **0-60mph** 8.1sec ● **30-70mph in fourth** na ● **Fuel economy** 3.8mpkWh ● **CO_2 emissions** 0g/km ● **70-0mph** 45.3m

We like

- Successful update of an icon inside, outside and in terms of tech
- Doesn't feel completely out of its depth outside the city

We don't like

- Perched driving position and poor pedal placement
- Range is well short of the advertised 199 miles

Fiat has become a car maker a critic might compare to one of those greying musical acts that keeps touring but hasn't come up with any new material worth listening to in yonks, and is simply milking its back catalogue for all it's worth.

The Mazda MX-5-based 124 Spider was a likeable but ultimately forgettable cover album; the Tipo – which is still on sale – was an old name for an old-fashioned car, even when it was new; and the 500X and 500L are unimaginative and somewhat cynical reinterpretations of old material. Meanwhile, endless new variations on the 500 city car – and, to a lesser extent, the Panda – have kept the fans entertained.

But at long last, Fiat may just have a worthy comeback album on its hands. Sure, the all-new, all-electric 500 has a familiar name and (from a distance) looks familiar, but don't let that fool you: the material here is truly fresh and original, and very current indeed.

Let's be clear about the name first: this new car is simply called the Fiat 500. The second zero of the badge has a dash in it to make it look like an 'e', but Fiat never actually calls the car the '500e'. It does sometimes call it the 'New 500' or '500 Electric' to avoid confusion – but nowhere does it say 'electric' on the car. Meanwhile, the petrol-powered 500 remains in production, but that is now called the 500 Hybrid, even though it's only the mildest of hybrids.

Now that's cleared up, let's find out if the electric 500 is the comeback album that Fiat so sorely needs.

DESIGN AND ENGINEERING

★★★★½

The confusing naming disguises the fact that this 500 is a completely new car. You could be forgiven for thinking it's a re-engineered version of the existing car, but when you park it next to an older one, it becomes abundantly clear that cannot be the case: the new car's size and proportions are just distinct enough that this can only be a new car.

Fiat is now part of Stellantis, of course, and most if not all of that group's future EVs will use the CMP platform developed by PSA, which can accommodate petrol and diesel engines, hybrid powertrains and full EV tech. However, the 500 project began before the merger of Fiat Chrysler Automobiles and PSA, and it rides on a bespoke EV skateboard platform. It remains to be seen if other Stellantis cars will be based on this architecture as well, or if all future models will use PSA's technology.

Mechanically, it's a relatively unadventurous recipe, using MacPherson struts for the front suspension and a torsion beam axle at the rear, as is the norm for a small front-drive car. Not going with rear-wheel drive might seem like a missed opportunity given both the 500's history and the way the mass-EV market is developing technically, but the traction benefits of RWD are limited in low-powered compact cars like this, and not having a rear motor prevents the 500's already small boot from becoming comically tiny.

The drive battery under the floor has a capacity of 42.0kWh in most versions, including the car we're testing here. Of that, 37.3kWh is usable, giving a WLTP range of 199 miles. On lower trim levels, there is also a smaller battery, with just 21.3kWh of usable capacity good for 118 miles. That base version comes with peak power of just 94bhp, while other new 500s have 117bhp.

Those numbers are no longer class-leading but are certainly not bad for a car this diminutive. And the new 500 is definitely still small. It has grown compared with the petrol-engined version: it's 61mm longer at 3632mm, as well as 39mm taller; and while the body has got 56mm wider, it's barely wider than the old car across the mirrors. And that's just as useful in busy cities as it is when threading down country lanes.

Possibly more important than the technical details is that, for such a style-led car, this still looks unmistakably like a modern-day Fiat 500. It's a remarkably unfussy and restrained design, and one that earned Maserati's vice-president of design, Klaus Busse, the Design Hero prize in Autocar's 2021 awards.

Like the petrol 500, it is available as a regular hatchback or as a 500C with a retractable fabric roof. Left hand-drive markets also get a 3+1 →

Range at a glance

ENGINES	POWER	FROM
500 23.8kWh	94bhp	£21,995*
500 42kWh	117bhp	£26,995*
500C 42kWh	117bhp	£29,645*

*After £1500 government grant

TRANSMISSION

1-spd reduction gearing

The new 500 offers a choice of two battery capacities, the smaller pack coming with a weaker electric motor. The 500C, with its retractable fabric roof, is only available with the bigger battery. There is a choice of four trim levels. Action is quite basic and always comes with the smaller battery. Red is a slight step up and offers a choice of the two batteries. Icon comes with the 42kWh pack only and has a reasonable amount of standard equipment. La Prima is similar to a fully loaded Icon.

New EV stays faithful to famous 500 form

Contrary to what the badge suggests, it's not called a 500e, or even a 50e. Just 500, please; 500 Electric if you must. The old petrol model remains in production as the 500 Hybrid, even though it's only a mild hybrid.

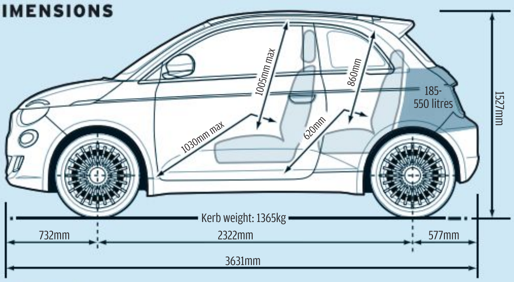
The Fiat 500 is one of few three-door hatchbacks that remain on sale. The very long doors and the difficulty clambering into the back show why five doors make more sense, but it just wouldn't look right, would it?

Rather than just simple round headlamps, the new 500 gets a very distinctive light signature. The little 'wings' are indicator repeaters and hark back to the earliest 500s from before 1960. Full LED headlights are an option.

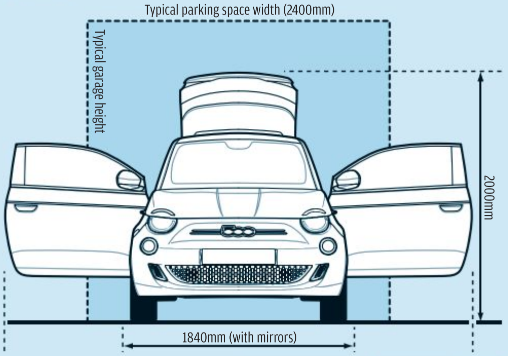
These 17in wheels are standard on the highest trim but optional on most other versions. The 500 won't ride that smoothly anyway, so you might as well have them. They look great and come with wider tyres.

Weights and measures

DIMENSIONS

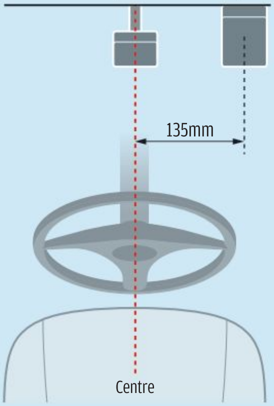


PARKING



WHEEL AND PEDAL ALIGNMENT

Excessive intrusion of a centre tunnel means that the footrest is largely useless. It's a poor conversion to right-hand drive in the first place, but moving the pedals to the right would have at least made things slightly better.



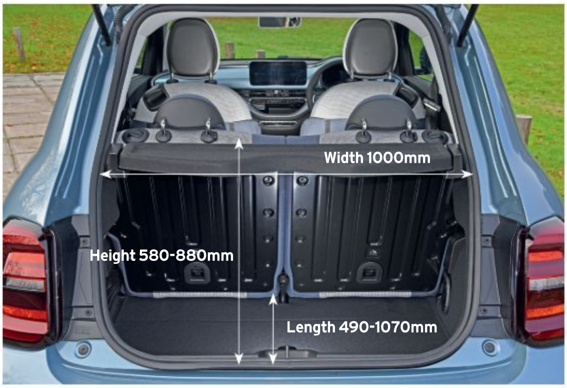
HEADLIGHTS

Most 500s get LED running lights but simple halogen dipped beams. When you have got used to LEDs, that's disappointing, but for halogen beams, they are adequate.

● The front seats are surprisingly comfortable but as standard are set too high. The steering wheel has plenty of adjustment although the space in the footwell is poor.

Typical leg room
620mm

● You don't buy a Fiat 500 for the space in the back. An adult could fit sideways if the passenger moves their seat forwards. There are two Isofix points, though.



● Its 185-litre boot is big enough for some shopping bags. The rear seats fold in a 50/50 split but they create a big step. A variable boot floor would have been useful.

← version with an extra, rear-hinged door to aid rear entry, but that has not yet been confirmed for the UK.

INTERIOR

★★★☆☆

The 500 is relatively affordable for an EV, but that evidently means it wasn't the kind of car that was developed with a budget to spend around the cabin on soft-touch materials and expensive-feeling switchgear. Nevertheless, its designers have struck some good compromises here. A lot of the surfaces are hard plastics but the design is pleasingly retro, with body-colour panels in the dash and fabric inserts in the doors.

The row of climate control buttons is unique for the 500, and the physical controls are welcome but do feel flimsy and, being gloss black, are just as susceptible to fingerprints as the car's touchscreen is. The heated seats (optional, but essential to preserve range in an EV) are controlled through the screen, though.

The seats are upholstered in a retro blue-and-white fabric made from recycled plastic. They're comfortable by city car standards and don't cause too many aches on longer journeys. The cushion is a little short and flat, and there is no adjustable lumbar support, but we've experienced much worse in this segment.

We do have some serious quibbles with the car's driving ergonomics, though. First, base height adjustment is optional on the driver's seat but really ought to be standard. Our test car didn't have it and had a seat that felt set far too high. Head room is actually very good, but you end up looking through the top third of the windscreen, and vision is further hindered by the interior mirror, so if you're tall it's tempting to hunch, causing backache on longer drives.

More irksome still is that Fiat's right-hand-drive conversion is particularly poor. The pedals are positioned relatively centrally but there is a big centre console that intrudes into the footwell, making very little room for your left foot. There is a paltry effort at a footrest, a narrow bit of plastic trim on the wall of the footwell, but your foot often slides off it, and then under the brake pedal, which can be very annoying.

Interior space is as expected from a small car: limited. With the front seats in a typical position, adults couldn't really sit in the back on account of both the limited head room and leg room. For younger children, though, the second-row seats are usable enough with two Isofix points.

The 50/50-split folding rear seats are standard from Icon trim up and leave quite a step in the car's loading area when folded down. The small boot at least has a flat floor otherwise, and is a usefully square shape.

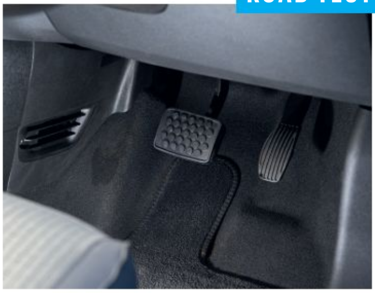
PERFORMANCE

★★★★½

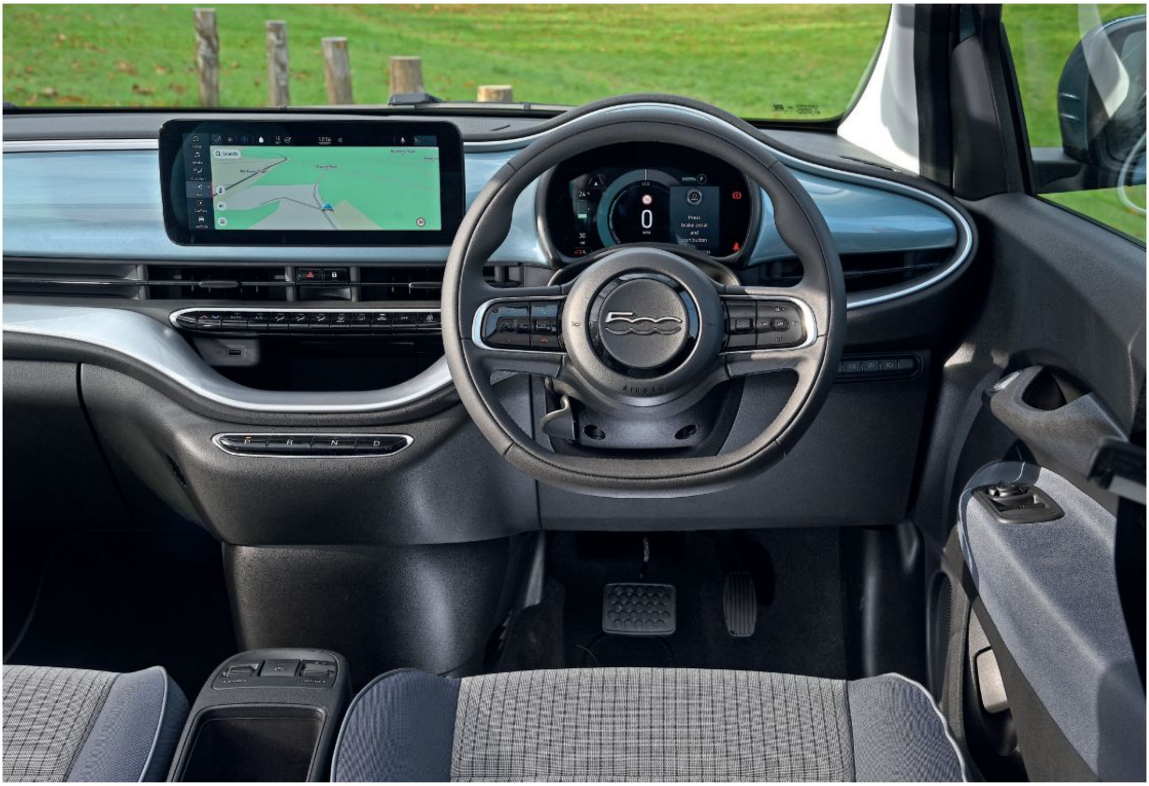
A 0-62mph time of well over 11 seconds used to be expected of →

● The main internal door release is a button. It works okay but there's a prominent physical lever in the door bin as well. Just a physical release would have sufficed.

● The seat fabric is made from plastic that was recovered from the sea. It feels like any cloth seat upholstery, which is fine with us.



● It looks like there is a dead pedal, but your foot ends up resting on, and sliding off, the narrow bit of plastic trim, and under the brake pedal. Not good.



Search
12:27
Home
Media
Comfort
CarPlay
Vehicle

Multimedia system ★★★★☆

The Italian brands are not generally considered leaders in infotainment systems, but Fiat has pulled out all the stops for this one.

The interface can seem slightly overwhelming initially as it tends to throw a lot of information at you all at once, but as soon as you get used to the layout, it's quite logical and responsive enough. There is a permanent row of shortcuts on the left, and there is wireless Apple CarPlay and Android Auto functionality, which worked smoothly during our test and goes well with the wireless charger that's available on most versions (you get only two wired USB ports in the car).

That all applies to the 10.25in screen you get in Icon and La Prima models. If you choose the base Action car, you don't even get a radio – just a phone cradle and an app. A brief experience on the launch suggested this works fine, but a £850 Radio Pack offers an upgrade to a 7.0in screen.

> Adequate handling is really all that's required, but the 500 does a lot more than that

← most petrol-powered city cars, but electric motors have made their EV successors much more assertive on the road. Despite not being any kind of pseudo-performance model, our Fiat 500 beat a Volkswagen Up GTI from rest to 60mph by 0.3sec.

For a small car, the Fiat is heavy on account of its 295kg battery pack. Its 1365kg kerb weight dulls its performance somewhat, but it still managed to hit 60mph from rest in just 8.1sec. It also reached the UK motorway limit almost eight seconds sooner than the 1.2-litre 500C we tested in 2016, and ultimately ran into its 92mph limiter with apparent ease.

The 500 has three driving modes: Normal, Range and Sherpa. Normal has only slight regen, equivalent to engine braking in a petrol car; Range dulls the initial accelerator response and boosts the regen quite significantly but stops short of one-pedal driving; and Sherpa is like Range, but turns off the climate control and limits you to 50mph.

When you keep the car in Normal, the brake pedal is nicely progressive. Emergency stopping power is on a par with similar small EVs like the Vauxhall Corsa-e, with no unusual pitching or instability to report.

HANDLING AND STABILITY

★★★★½

City cars are generally not known for their engaging handling. Simple suspension layouts, modest limits of grip and generally conservative wheel geometries, intended to promote stability rather than boost agility, see to that. As a result, adequate handling is really all that's required here. To our great delight, however, the 500 does a lot more than that.

Our test car came on optional 17in wheels shod with 205/45 Continental EcoContact 6 tyres. That's a pretty meaty tyre section for a car of this size and, as a result, the 500 develops more than decent grip and traction, which is something cheaper EVs can struggle with as their more rudimentary traction control systems fail to contain the instant torque. Other versions of the 500 come on 195- or 185-section tyres, so might behave differently.

The car's suspension is quite stiff and allows very little roll through corners, so although the light steering transmits no tactile road feel, you can be confident in placing the Fiat when going through corners at speed. In fact, it often feels like you don't need to slow down for corners at all – just aim the car in and hang on, while the agility afforded by the short wheelbase ensures the chassis obeys your instruction in a way that is a bit reminiscent of an original Mini.

At higher speeds, the chassis proves to be stable both at a motorway cruise and when probing the car's adhesive limits on the Millbrook Hill Route, where it ultimately understeers and then tucks in when lifting off, which is prudent for this kind of car.

All this suggests that the 500's platform would lend itself to a spicier Abarth version. With 180bhp, improved steering, sportier seats and a more playful chassis balance, it would be a great alternative to the Mini Electric, while also having a more usable range.

But none of that need diminish how brilliantly the 500 handles as a city car in its own right. The steering initially feels slow, but that's only because there is so much lock to play with. The 500 turns on a sixpence if you want it to, while visibility is great due to how close the corners of the car are and how easy it is to judge them.

● Notably for a small EV, the 500 has plenty of kerb and driver appeal. It's fun at everyday speeds and can be hurled into corners without being overrun by the on-tap torque.

Assisted driving notes ★★★★☆

It's not a given for a city car to offer as many active safety features as the Fiat 500 does. Action trim gets lane keeping assistance, traffic sign recognition, drowsiness alert and automatic emergency braking. At the price point, that's quite respectable. For any form of cruise control, you'll need to upgrade to Red trim, while adaptive cruise control, lane following assistance, blindspot assistance and a 360deg parking camera are available on Icon and above.

Our Icon test car had only the standard-fit features, but what it had worked quite well. We didn't experience any false activations from the autonomous emergency braking system, which is able to recognise cyclists and pedestrians. The lane keeping assistance was largely unintrusive on the motorway and can be deactivated easily with a button on the end of the indicator stalk when on country roads.

AUTOMATIC EMERGENCY BRAKING

- Does the system seem prone to false activation? ✗
- Can it be deactivated? ✓
- Does it have pedestrian/cyclist detection? ✓

LANE KEEPING ASSISTANCE

- Is the system tuned to keep the driver engaged at all times? ✓
- Is it adjustable for sensitivity? ✓
- Does it allow you to drive around a pothole/obstacle within your lane easily and without deactivation? ✓

INTELLIGENT CRUISE CONTROL

Not fitted.

e-MODE
VOLUME

COMFORT AND ISOLATION

★★★☆☆

Ride and handling remain a compromise, but it's one that Fiat has struck reasonably well with the electric 500. As well as good stability on the motorway, it offers longer-distance comfort and refinement.

That said, the car still makes a much more effective city car than a motorway supermini. In absolute terms there is plenty of wind and road noise about it at motorway speeds, but at least there is no engine screaming out for another gear.

Where the car's particular dynamic trade-off can be most clearly felt is in its low-speed ride. The stiff suspension set-up, short wheelbase and relative lack of wheel dexterity combine to hamstring the ride a little when it's dealing with bigger bumps, when the 500 can bob and bounce around a bit disconcertingly. You get used to it soon enough, and potholes aren't necessarily jarring, but you soon come to expect to be jostled at least a little bit by every bump in the road.

Another factor that affects the 500's comfort is one that will be familiar to drivers of older small cars but can still be startling when stepping into the Fiat from something bigger: that you can feel exposed among traffic here, in a way you won't feel in full-sized modern superminis. The Fiat's perched driving position and the closeness of both the passenger door and the end of the bonnet contribute to that sensation. The 500 scored four stars in the most recent Euro NCAP test, showing that it is perfectly safe, but the subjective impression of vulnerability when driving it may still be a factor for some.

BUYING AND OWNING

★★★★☆

The cheapest electric 500, the Action, which always has the smaller battery, starts at £23,495, or £21,995 with the plug-in car grant. Save for the Smart EQ Fortwo, that makes it the cheapest new electric car (discounting the Renault Twizy and Citroën Ami) on sale in the UK since the Seat Mii and Skoda Citigo were both discontinued. And compared with the Smart, the Fiat offers significantly more space, seats and range.

Compared with petrol versions of the VW Up and Hyundai i10, or even superminis like the Seat Ibiza, the Fiat is still very expensive, of course, but that's the case for most EVs.

At the upper end of the model range, with top-level versions priced in the low-£30,000s, the Fiat is slightly cheaper than an equivalent Peugeot e-208 (which offers more space and more range), while a Corsa-e or Renault Zoe are similar money. A Mazda MX-30 is cheaper still but offers less range.

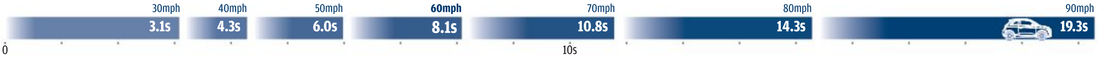
Speaking of range, Fiat's claimed 199 miles was made to look optimistic during our testing, to say the least. With some motorway usage, 140 miles proved to be a more realistic estimation of available range during test driving in admittedly fairly cold weather. If you stay within the city and if the weather's ideal while you're doing it, you might eke out 160. Frustratingly, the range indicator tends to be optimistic, too, when you set off with a full charge.

Charging speeds are decent, but no more. The smaller battery tops out at 50kW, while the bigger battery can charge at 85kW, which means that a 0-80% charge takes 35 minutes. That is consistent with our experience. →

ACCELERATION

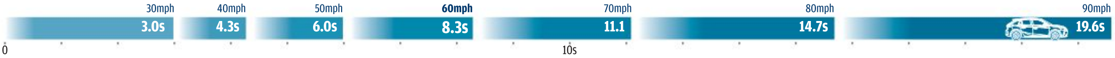
Fiat 500 Icon 42kWh (8deg C, dry)

Standing quarter mile 16.5sec at 84.8mph, standing km na, 30-70mph 7.7sec, 30-70mph in fourth na



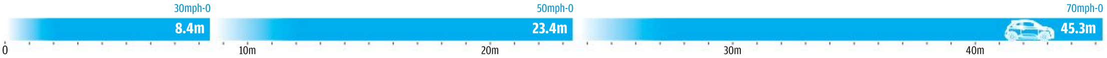
Vauxhall Corsa-e Elite Nav (2021, 13deg C, dry)

Standing quarter mile 16.6sec at 84.0mph, standing km na, 30-70mph 8.0sec, 30-70mph in fourth na

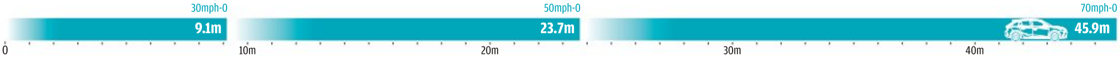


BRAKING 60-0mph: 2.70sec

Fiat 500 Icon 42kWh (8deg C, dry)



Vauxhall Corsa-e Elite Nav (2021, 13deg C, dry)



Data log

FIAT 500 ICON 42KWH

On-the-road price	£26,995*
Price as tested	£28,675*
Value after 3yrs/36k miles	£12,675
Contract hire pcm	£323
Cost per mile	46 pence
Insurance	17/£545

*After £1500 government grant

TYPICAL PCP QUOTE

3 years/24,000 miles, 15% deposit £342

Fiat is offering a £1050 deposit contribution. Adding £4500 means £342 per month will secure our test car. The balloon payment will be £13,795, representing an APR of 4.9%. The excess mileage charge is 6p.

EQUIPMENT CHECKLIST

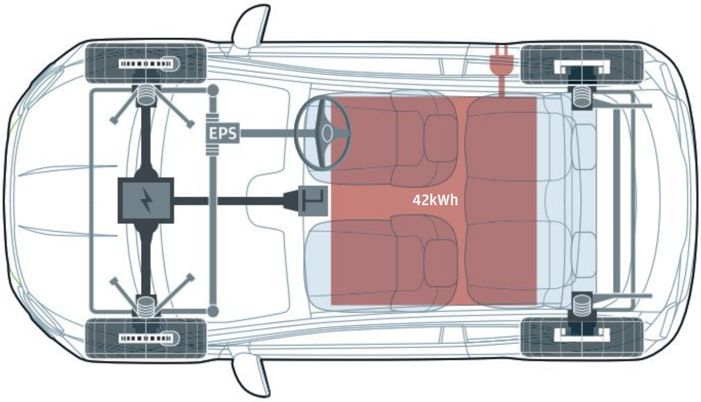
16in alloy wheels	🟥
10.25in touchscreen infotainment with navigation and wireless Android Auto and Apple CarPlay	🟥
7.0in digital instrument cluster	🟥
Single-zone climate control	🟥
Cruise control	🟥
Keyless entry and start	🟥
Rear parking sensors	🟥
50/50-split folding rear seats	🟥
Winter Pack (heated seats, heated windscreen)	**£450**
Wireless mobile phone charging	**£130**
Glacier Blue metallic paint	**£600**
17in alloy wheels	**£500**
Technowood dashboard	£900
Co-driver Pack (six-speaker sound system, adaptive cruise, blindspot warning, lane centring, 360deg camera)	£1475
LED headlights with auto high beam	£850
Comfort Seat Pack (height-adjustable driver's seat, central arm rest)	£300

Options in **bold** fitted to test car

🟥 = Standard   na = not available

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1365kg/na
Drag coefficient	na
Wheels	7.0Jx17in
Tyres	205/45 R17 V XL, Continental EcoContact 6
Spare	None (mobility kit)



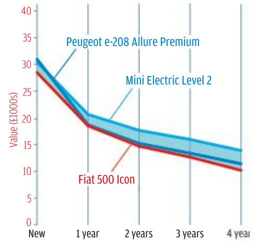
TECHNICAL LAYOUT

The electric Fiat 500 rides on a bespoke EV skateboard platform that is currently not shared with any other cars. The battery is under the floor and drives a front-mounted electric motor. Suspension is by MacPherson struts and a torsion beam.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	Permanent magnet synchronous motor
Power	117bhp
Torque	162lb ft
Battery	42.0/37.3kWh (total/usable), lithium ion, water-cooled
Power to weight	86bhp per tonne
Torque to weight	119lb ft per tonne

RESIDUALS



● CAP predicts a strong first year for the Fiat but a drop-off after that. Premium appeal of the Mini endures.

ECONOMY

TEST MPG	**Track**	2.7mpkWh
	Touring	4.0mpkWh
	Average	3.8mpkWh
	Test range	142 miles
CLAIMED	**Combined**	4.4mpkWh
	Range	199 miles
	Battery size	42.0/37.3kWh (total/usable)

EMISSIONS & TAX

CO_2 emissions	0g/km
Tax at 20/40% pcm	£5/£9

TRANSMISSION

Type 1-spd reduction gearing

BRAKES

Front 281mm ventilated discs
Rear 203mm drums
Anti-lock Standard
Handbrake type Automatic
Handbrake location Centre console

SAFETY

ABS, ESC, LKA, drowsiness alert, AEB, four airbags
Euro NCAP crash rating 4 stars (2021)
Adult occupant 76% **Child occupant** 80%
Pedestrian protection 67% **Safety assist** 67%

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear Torsion beam

STEERING

Type Electromechanical, rack and pinion
Turns lock to lock 3.0
Turning circle 9.7m

CABIN NOISE

Idle na **Max power at 90mph** 74dBA
30mph 57dBA **50mph** 64dBA **70mph** 71dBA

ACCELERATION

MPH	**TIME (sec)**
0-30	3.1
0-40	4.3
0-50	6.0
0-60	8.1
0-70	10.8
0-80	14.3
0-90	19.3
0-100	-
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN KICKDOWN

MPH	**TIME (sec)**
20-40	2.3
30-50	2.9
40-60	3.8
50-70	4.8
60-80	6.2
70-90	8.5
80-100	-
90-110	-
100-120	-
110-130	-
120-140	-
130-150	-
140-160	-

AUTO
A/C
P
R
N
D

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2022, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the 500, contact Fiat UK, 240 Bath Road, Slough, SL1 4DX (00 800 3428 00 00, www.fiat.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5558

Read all of our road tests autocar.co.uk

VERDICT

★★★★☆

More than just an electric city car and a welcome return to form

It has been a long time since Fiat has been at the top of its game, but with this new electric version of the 500, it has finally produced a winner. The exterior as well as the interior design are still as recognisable and cute as ever, but despite the retro bent look thoroughly modern. And for something as style-forward as the 500, that's most of the battle won right there.

But it goes further: it's also a convincing prospect to own and to drive. There are EVs with more power and more range, but the 500 isn't entirely left behind on that score; and thanks to its tiny dimensions and tight turning circle, it fulfils its primary purpose as a city car, too. Although it can't completely cover its city car roots, the Fiat is remarkably good to drive when you venture out onto the open road. The wide spread of prices also makes it viable both as a relatively affordable EV and as an ever-fashionable premium small car.

Not all EVs have to be two-tonne behemoths, clearly. Fiat has joined the ranks of those showing that small electric cars can be viable, and can also be fun – to look at, to sit in, and to drive.

Testers' notes

ILLYA VERPRAET
The Fiat 500 is the most unexpectedly hilarious car I've driven in some time. Small dimensions, a responsive chassis, decent traction and instant electric torque meant I could drive it as hard as I liked on the country lanes around where I live – safely and within the speed limit.

RICHARD LANE
The 500 plays all sorts of little melodic chimes that are "inspired by the creative Italian spirit" (including the theme music from a Fellini movie). They can sound a bit creepy at times but never became irritating.

Spec advice

As a local runabout only, the 500 Action's lowish base price should recommend it pretty strongly. Avoid adding many options. For a more usable everyday car, the bigger battery and the Winter and Comfort Seat packs are essential.

Jobs for the facelift

- Move the brake pedal slightly to the right to make room for a proper footrest.
- Make a spicier Abarth warm hatch version.
- Revise the HVAC buttons to be less flimsy and fingerprint sensitive, and add buttons for the heated seats.

ROAD TEST RIVALS

Verdicts on every new car, p74

	1	2	3	4	5
	PEUGEOT E-208 ALLURE PREMIUM	**FIAT 500 ICON 42KWH**	**VAUXHALL CORSA-E SE PREMIUM**	**MINI ELECTRIC LEVEL 2**	**VOLKSWAGEN E-UP**
	A great balance of style, range and practicality. Not quite as fashionable as the Fiat and more expensive, but far more usable.	Combines well-loved 500 style with genuine ability inside and out of the city. Okay range and decent value but not roomy at all.	Not as premium or exciting as the other choices but cheaper and more usable. The latest cars benefit from a range boost.	Faster than the Fiat but not as agile. It's only marginally roomier inside but feels much more expensive. The range is as disappointing as ever.	The city car alternative. It feels its age in many ways, but for the money, the range isn't bad. It's also well built, good to drive and roomier than the Fiat.
	★★★★☆	★★★★☆	★★★★☆	★★★½☆	★★★½☆
Price	£29,525*	£26,995*	£28,805*	£29,000*	£22,585*
Power, torque	134bhp, 191lb ft	117bhp, 162lb ft	134bhp, 192lb ft	181bhp, 199lb ft	81bhp, 156lb ft
0-62mph, top speed	8.1sec, 91mph	9.0sec, 91mph	8.1sec, 93mph	7.3sec, 93mph	11.9sec, 81mph
Economy, range	3.9mpkWh, 217 miles	4.4mpkWh, 199 miles	3.8mpkWh, 222 miles	4.0mpkWh, 143 miles	4.3mpkWh, 160 miles

*After £1500 government grant

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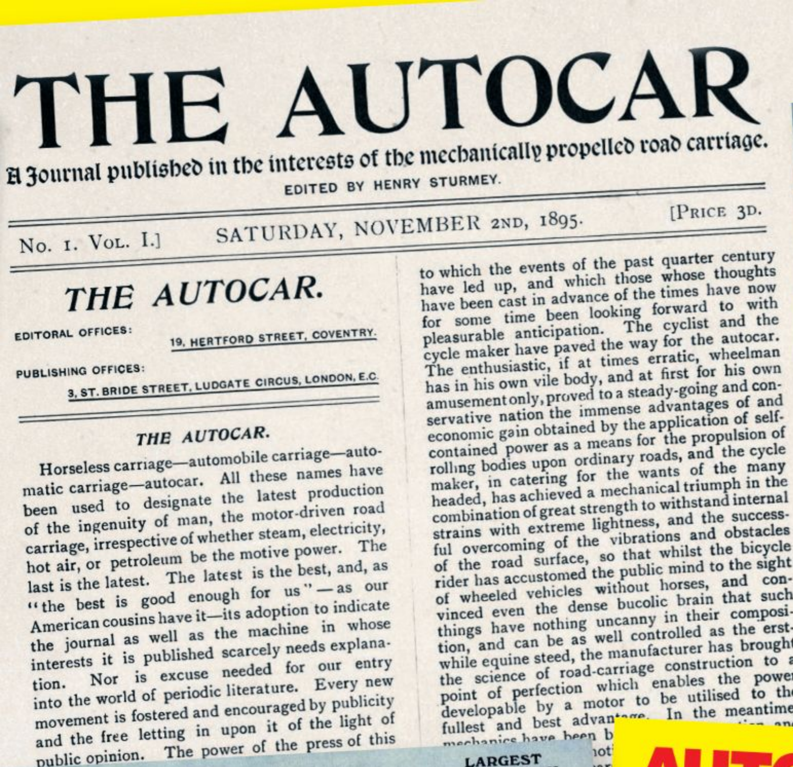

THE AUTOCAR

A Journal published in the interests of the mechanically propelled road carriage.

EDITED BY HENRY STURMEY.

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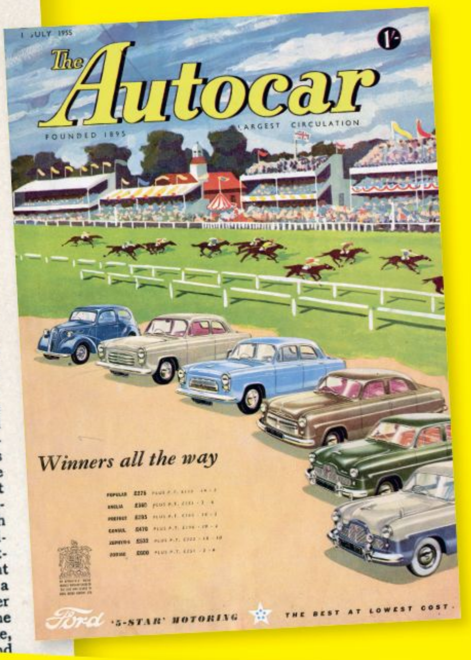
PUBLISHING OFFICES: 3, ST. BRIDE STREET, LUDGATE CIRCUS, LONDON, E.C.

THE AUTOCAR.

Horseless carriage—automobile carriage—automatic carriage—autocar. All these names have been used to designate the latest production of the ingenuity of man, the motor-driven road carriage, irrespective of whether steam, electricity, hot air, or petroleum be the motive power. The last is the latest. The latest is the best, and, as "the best is good enough for us"—as our American cousins have it—its adoption to indicate the journal as well as the machine in whose interests it is published scarcely needs explanation. Nor is excuse needed for our entry into the world of periodic literature. Every new movement is fostered and encouraged by publicity and the free letting in upon it of the light of public opinion. The power of the press of this

to which the events of the past quarter century have led up, and which those whose thoughts have been cast in advance of the times have now for some time been looking forward to with pleasurable anticipation. The cyclist and the cycle maker have paved the way for the autocar. The enthusiastic, if at times erratic, wheelman has in his own vile body, and at first for his own amusement only, proved to a steady-going and con- servative nation the immense advantages of and economic gain obtained by the application of self- contained power as a means for the propulsion of rolling bodies upon ordinary roads, and the cycle maker, in catering for the wants of the many headed, has achieved a mechanical triumph in the combination of great strength to withstand internal strains with extreme lightness, and the success- ful overcoming of the vibrations and obstacles of the road surface, so that whilst the bicycle rider has accustomed the public mind to the sight of wheeled vehicles without horses, and con- vinced even the dense bucolic brain that such things have nothing uncanny in their composi- tion, and can be as well controlled as the erst- while equine steed, the manufacturer has brought the science of road-carriage construction to a point of perfection which enables the power developable by a motor to be utilised to the fullest and best advantage. In the meantime,



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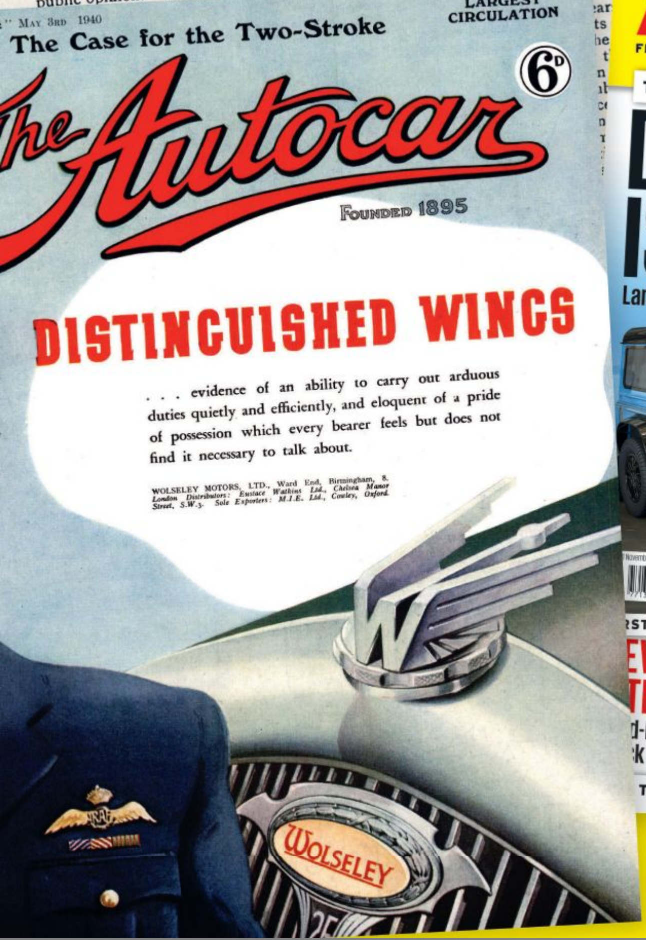

MAY 3RD 1940

The Case for the Two-Stroke

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6D

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DRIVEN

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ION GIANTS

The Porsche Taycan has proven to be the most engaging EV in existence, while the new BMW i4 might well be the best all-rounder. Something has to give, says **Richard Lane**

PHOTOGRAPHY LUC LACEY

Blur. Not the band; the effect. The car world is changing so fast that even if you devour every road test report, read every analysis of investor calls with CEOs and tune into every press conference, things can still get a little blurry.

Some totemic examples of how unpredictable the industry has become. Only seven years ago, Audi won Le Mans using diesel, but today most manufacturers can't ditch the stuff quickly enough. Five years ago, the late Sergio Marchionne told us that no Ferrari SUV would be forthcoming and the company would need to be sufficiently disciplined not to bastardise the brand; yet mere months from now, the Purosangue will arrive. And four years ago, you couldn't lay hands on anything that could even loosely be called a driver's EV (not unless you were prepared to wire seven figures to a 30-year-old Croatian); yet today, from our cold base in a dingy Berkshire lay-by, we're comparing two ready-to-rumble, series-production performance saloons lavished with eye-watering R&D spend by two of the greatest names in the business and, apart from photographer Luc Lacey's Cupra Formentor, there's not a hydrocarbon in sight. Never mind who wins, the true lede here is the fact that we're staging this kind of contest at all.

Alas, we need a winner, and though this is most definitely the Porsche Taycan's fight to lose, on paper it's eaten for breakfast by the new i4 M50. Costing £63,850, this is the pinnacle in BMW's first range of all-electric saloons, but it undercuts even the entry-level Taycan by £11,000. Despite this, with 537bhp, it's the more powerful car of the two and arrives with torque seeping from its millimetre-perfect shutlines.

And it doesn't stop there. The i4 M50 is more spacious inside and, with 324 miles of claimed range, compared with 301 miles for the Porsche (this one fitted with the optional range-extending Performance Plus battery), is marginally longer-legged. Turning up dressed in Frozen Berry paint over purple leather, our deeply unserious Taycan is taunting its adversary, and Porsche GB's decision to deploy a pink car shows a cheeky confidence that has been earned. However, BMW clearly isn't mucking about with the i4 M50. This contest won't be easy, even for the car that now outsells the 911.

The cohesive nature of the i4 is clear the moment you slide aboard. The reason it looks so much like the 4 Series Gran Coupé is because it's built on the same CLAR platform – an enviously good base for any sports saloon – and uses much the same shell. EV-specific adaptations include air springs at the back, extra bracing around the front struts, track widths that have been prised apart a touch and, of course, the presence of the battery pack. Compared with the basic 335bhp i4 eDrive40, the i4 M50 then gets added stiffening and sits closer to the road.

That 400V 83.9kWh pack, versus 800V and 93.4kWh in the Taycan, is secured to the floorpan with 22 bolts and drops the i4 M50's centre of gravity considerably compared with the M440i Gran Coupé. It also adds – steady yourself – 550kg to the kerb weight and raises the driving position just a smidge, but a noticeable smidge all the same.

The good news is that the driving ergonomics remain GT-flavoured. Responsive steering and the subtly predatory gait are also hallmarks of fine ICE-powered BMWs, and all are evident in the i4 M50 right from the get-go. The bad news is there is an undeniable sensation that you're carrying an anvil in each of the car's footwells, and the force of the power steering has clearly been dialled up in response, with some loss of transparency as a result. Carrying 2.2 tonnes was always going to have consequences, wasn't it?

As for the new car's cabin, I can take or leave the carbonfibre trim slathered over the dash of this example, but the perceived quality is superb. And sure, the integrated infotainment and instrument display is as subtle as a Times Square billboard, but the graphics are crisp and iDrive 8 sensibly retains a rotary controller. By comparison, the Taycan will feel smaller within and plainer, and it certainly has the less intuitive digital array. However, it will atone for that with an even more pedigree view forward over the front wings, fewer frivolous distractions and, praise be, a simple, central, circular speedo. The unsupportive seats aren't so good. Meanwhile, rolling refinement is a dead heat. Both cars have the power to surprise, slipping along in disarming quietness, although our road test microphone shows the BMW to be one decibel quieter at 70mph.

Really get going in the i4 and the sensation that you're driving an M440i but on a slightly tacky surface disappears. Then again, it would, because the M50 has a Sport Boost mode that puts 537bhp and 586lb ft on standby. Summon it all and the car flinches then explodes forwards in a moment of neck-snapping brutality that's immediately followed by an unnerving stillness, even as the →

M50's cabin is spacious and GT-comfortable, but the screens do dominate

> “The Porsche wields a knife so slim and sharp that it slides between the BMW’s ribs almost unnoticed”

Both BMW and Porsche have spent time and money designing sounds for their EVs, the former enlisting the help of Hans Zimmer. However, it’s the Taycan’s Electric Sport Sounds (£354) that feel more natural and exciting, creating a greater sense of increasing speed and momentum.

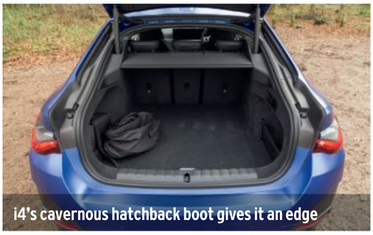
Taycan’s purple base of operations is less intuitive

i4 has plenty of configurability, as you’d expect...

...and coil-sprung basic Taycan is much the same

Michelin Pilot Sport 4S tyres offered more grip

M50's 20in wheels didn't hurt the ride quality

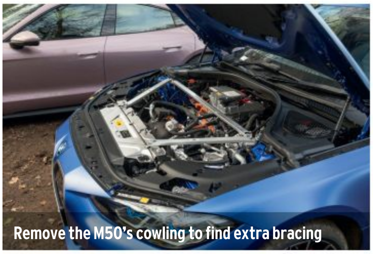


i4's cavernous hatchback boot gives it an edge

Taycan has smaller hold, but estate version exists

1st

Groundbreaking Porsche defeats its first real challenger, although the scale of the victory might have been smaller for faster and objectively more capable Taycan derivatives.



Remove the M50's cowling to find extra bracing

Porsche gets useful extra storage under its bonnet

speed piles on. That's the paradox, and it will do for plenty of M50 owners – or at least their driving licences. The car's perma-pliant ride (even on this example's 20in wheels), fine isolation and lack of a snarling straight six or gearchanges mean there are no prompts to curtail your enthusiasm. Nail it at 50mph and you will reach 60mph just 0.7sec later. A second later, you're at 70mph. Supercar performance, in other words, although, beyond the fleeting initial over-rotation of the rear then the front Pirellis while the i4's fast new DSC system gets on top of things, not much meat on the bone.

Find some bends and the i4 M50 invites you more generously into its world. Seeking out the sort of incidental road chatter that gives steering systems added colour is pointless, but the rack's blend of accuracy and weight change makes the i4 M50 more intuitive to whip through corners than anything so heavy has the right to be. Grip and iron-fisted control are the keystones here, though. The M50 is just a little Audi in that respect, although the front motor chips in to stabilise the car only when necessary, so progress never feels too flat-footed. You can also spice things up by slipping the DSC into Dynamic mode. Turn in, let the M50 find its faintly nosey balance, then administer fat torque with the cold precision only electric motors can do, getting the car's tail to flit wide, all while retaining immense forward drive. Like the M50's straight-line performance, there's polish to the handling but it's all somewhat muted. This isn't a car you feel like taking liberties with, which is something you can't say of any M3 or M5.

So it doesn't deliver M-division levels of intent, but the i4 M50 still hits most of the right notes. It's a GT first, a sports coupé second, and it holds plenty of traditional fast BMW DNA, only with the pace and refinement dialled up and the sense of dynamic fluidity dumbed down. In this respect, the Porsche differs from its new rival, because it feels almost nothing like the Panamera.

The fact is that the Taycan is ruthlessly good. No, this basic model won't drop jaws with party-piece acceleration and the two-speed gearbox attached to its solitary 469bhp motor gets all lathered up at times in ensuring there's enough performance on tap. And no, it doesn't win the numbers game for practicality and usability. It's more subtle than that, and the best way I can think to put it is that the Taycan is more analogue in feel than the digital BMW. Here's an EV – perhaps the only EV – with which the driver has a relationship, rather than an arrangement that gets you from A to B with some mixture of speed, refinement and superficial fun.

2nd An excellent everyday proposition and arguably the best EV all-rounder out there, even at more than £60,000, but it lacks dynamic depth compared with the Porsche. i4 M40, anyone?

It begins with cornering balance. Here, the rear-driven Taycan feels more mid-engined in style than anything else. In fact, it feels very mid-engined indeed. Despite the lack of roll, there's a softness at both ends of the car but particularly at the front, where double-wishbone suspension and steel springs (not, note, the air springs of feistier Taycans) let that insectoid nose gently suss out and react to the road. This sense of delicacy doesn't just hide but actually belies the 2130kg the car carries. The BMW is good in this way, but it can't compete.

On a related note, there's a natural lightness in the steering, yet more discernible kinematics give the set-up a confidence-boosting steeliness absent from the i4. As the BMW driver disappears up the road, the Porsche driver won't care. They will be too busy placing their car with fingertip precision and working with the chassis to carry momentum. The thing is, not only is that process more fun than point-and-squirt pace, it's also more efficient.

Clearly there's something a little magical about the basic Taycan's genteel, thoroughbred persona. It lacks the faster M50's brand of cue-it-up-then-pull-the-trigger power-on adjustability but has a more progressive accelerator pedal that works in both directions to deftly tweak your cornering line, much like the 718 Boxster's can. In this respect, it's also a more engaging proposition than the 4WD Taycans, which tend to feel a touch po-faced by comparison. Not so with the RWD Taycan. Move the car's mass around and it will indulge you in a touch of oversteer, but it will also feint apex-ward with a lifted 'throttle' or a lightly trailing brake. Proper handling, quietly delivered. The Porsche wields a knife so slim and sharp that it slides between the BMW's ribs almost unnoticed. And to think: this lowliest Taycan derivative was originally intended only for China.

So we've found our winner, but if the headline is that we now have two credible driver's EVs when before there was nought, here's another. The electric age questions the appeal of 'flagship' models. How so? Look at the 3 Series. If there's one reason to opt for the M3 instead of the best-of-the-rest model, it's access to an M-division lump. Speed doesn't factor. If you properly uncork it, the M340i is absurdly quick, and on most roads it's also just as nicely balanced as the M3. It's the character of the engine that makes the difference. Electric cars can't make that distinction. As such, barring the spleen-displacing stabs of acceleration the 751bhp Taycan Turbo S can deliver, our basic Taycan has much the same sensory appeal as its £140,000 brother, yet it's a sweeter car to drive, because it isn't so highly strung.

Maybe the eDrive40 would have fared better than the M50 today. Maybe, instead of waging power wars, the best performance EV makers will prioritise handling over easy-access, freakish speed. I hope they do, because while the M50 is a great EV, the RWD Taycan is more than that: it's a great idea.

This i4 costs £76k, the exterior carbon and Frozen Portimao Blue paint accounting for much of the extra outlay. The £980 front M Sport seats are better value. Our Porsche, with the £4049 Performance Battery Plus, comes out at £87k.

Taycan engages in a subtler and ultimately superior way than M50

	Porsche Taycan Performance Battery Plus	BMW i4 M50
Rating	★★★★★	★★★★☆
Price	£74,739	£63,850
Engine	Rear-mounted synchronous electric motor	Front and rear synchronous electric motors
Power	469bhp	537bhp at 8000-17,000rpm
Torque	263lb ft	586lb ft at 0-5000rpm
Gearbox	2-spd automatic	Two 1-spd reduction gearing
Kerb weight	2130kg	2215kg
0-62mph	5.4sec	3.9sec
Top speed	143mph	140mph
Battery	93.4/83.7kWh (total/usable)	83.9/80.7kWh (total/usable)
Range	253-301 miles	258-324 miles
CO_2, tax band	0g/km, 1%	0g/km, 1%

A TURN-UP FOR THE BOOKS

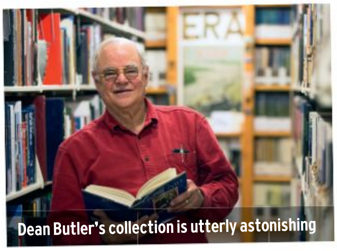
One of the world's most extensive motoring libraries resides in a private house in the Midlands. **Colin Goodwin** is invited to nose around and is taken aback by what he finds there

PHOTOGRAPHY LUC LACEY

At the beginning of the first lockdown, I went into the basement at Haymarket Media Group and looked through the entire run of Autocar from 1895 to the present to see what the magazine did during moments of national crises. It turns out that it was not the Kaiser and Adolf Hitler that stopped production but industrial action. You might remember that I wrote a story about it. Anyway, after it was published, we received an email from a reader called E Dean Butler, who said that he had a full collection of Autocar from day one and reckoned that there were only six complete sets left in the world.

You will also be aware that the entire Autocar back catalogue has just been digitised. Shortly after it was announced, another email from the mysterious E Dean Butler was forwarded onto me. Mr Butler was interested to know whether an index was going to be produced so that it would be easier for him to locate articles of interest. I had a vision of Mr Butler living in a quiet semi with roof joists bending under the weight of 126 years of Autocar.

Not quite. It transpires that our man's collection of car magazines is not limited to Autocar and that, if you count a year's worth of magazines as a volume, he has 15,000 volumes of magazines. A complete run of Motor Sport, Russian car magazines, Auto Motor Und Sport and many more. In



Dean Butler's collection is utterly astonishing

Books, brochures, programmes, mags… it's all there

Butler's many cars occupy several garages

131
RALLYE MONTE-CARLO

other words, one of the largest collections of motoring magazines in the world. This I had to see. And so followed one of the most enjoyable days of my working life.

Dean Butler does not live in a semi but in a large Grade I Elizabethan pile in the middle of nowhere in the West Midlands. Born in Pennsylvania, Butler kicked off his working life at Procter & Gamble, and although he gained his degree in chemistry, it turned out that he was a bit handy at marketing. Fast forward a few years and he'd founded optical giant LensCrafters, flogged it and moved to the UK to create Vision Express. "I've sort of stayed here ever since," he says.

Butler is hugely impressed by the bright yellow 2021 Mustang Mach 1 that I arrive in. This triggers a V8 love-in, and before I see the archive, Butler has to show me a 1968 Camaro Z28 homologation special that's one of only 25 built.

"Hold on," says Butler. "I'll start it up so that you can hear what cars were meant to sound like when I was young in the 1960s." Slightly more rorty than the MG TD that 76-year-old Butler has owned since he was 16.

And there's more: a slingshot dragster with a flathead Ford V8, a Dodge Ram V10 pick-up, a Jaguar D-Type replica and a Buick Grand National (the one with a turbocharged V6). In another garage are some IROC (International Race of Champions) Camaro race cars, one of which was first raced by Graham Hill.

I have been misinformed. Butler has a vast collection of not only magazines but also books. Surely, it must be one of the largest automotive libraries in the world? "I think the Collier Collection in Florida is larger," says Butler, "but then there are things that I've got that they haven't and vice versa, of course." One reason why this is turning out to be such a great day is that Butler does not boast about the rarity of items or their value. There's just genuine fascination and passion for what they represent as historical pieces.

Such as the race programme for the first-ever meeting held at Brooklands in 1907. Just as I'm taking that in, it's joined in my hands by a similar publication from the first event held at Indianapolis in 1909. Butler has every single Indy 500 programme, from the first-ever meeting onwards.

But back to the magazines. One of Butler's favourites is La Vie Automobile. "It was published from →

> "The flysheet says: 'To Dean, best wishes, Neil Armstrong'"

← 1904 to 1956 and what I love about it is that it was edited by the same man from issue one until the end. I bought these from the General Motors library," he says.

For me, the 'pass the defibrillator' moment is a complete set of Hot Rod magazine. "Wow," I say. "Right back to the early days when Gray Baskerville was first writing for the magazine." Butler's head turns towards me a few degrees: "I'm impressed." Having established my hot-rodding credentials, Butler pulls out the first catalogue produced by hot rodder and tuner Ed Iskenderian and then an early So-Cal Speedshop brochure.

I've been an on and off subscriber to Car and Driver since the late 1970s and unsurprisingly Butler has a complete set. The magazine started out as Sports Cars Illustrated until in 1961 then editor Karl Ludvigsen changed its name. Naturally, Ludvigsen's brilliant Porsche: Excellence Was Expected is on these shelves. "The first car book I ever bought," says Butler, "was on the MG T-series cars, which happens to be the first book that Karl wrote." Ferrari Racing: A Pictorial History by Colin Goodwin is in the Ferrari section and I add nothing to its value by signing it.

Occasionally, there are gaps in the shelves filled by an objet d'art, such as an Edelbrock cylinder head off a flathead Ford V8 or a carburettor off a Miller. (Butler owns the 1932 Miller FWD, a fantastic four-wheel-drive Indy racer that's one of only two built.) "Ever seen a Goodwood Ton?" asks Butler as he passes me a small pyramid-shaped object. "It was given to drivers who achieved a 100mph lap at Goodwood." Fetch back the defibrillator: this one was awarded to my hero Mike Hailwood for lapping the circuit at over 100mph in a Lotus in 1964.

The pace is not lessening. I'm handed a book titled Sports Cars of the World. The flysheet is inscribed: 'To Dean, best wishes, Neil Armstrong'. "He was my neighbour in Ohio," says Butler.

Although he's not an autograph collector by choice, there are some good ones in the library. Butler's favourite car of the dozens that he's owned and raced is a Bugatti T51 once raced by Louis Chiron, so unsurprisingly the Bugatti section is well populated. There's a programme from the event that celebrated the centenary of Ettore Bugatti's birth that is signed by, among other Bugatti luminaries, Louis Blériot (son of the aviation pioneer) and Elisabeth Junek. Junek was a Bugatti driver who is one of the greatest women drivers of all time and who beat Tazio Nuvolari in a straight fight. "Look at this," says Butler, "a cook book of Czech recipes written by Junek. It's the only cookery book in the library but I had to have it."

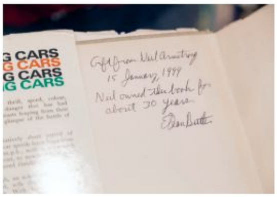
There don't seem to be many biographies, I point out. "In a different room," says Butler. And sure enough, there is every racing and car industry biography you can think of. My own collection is not bad but Butler has everything I've got and a 1000 times more. A wonderfully fat biography of François Cevert, for example, but unfortunately in French.

Butler has an online business meeting at 3pm that he can't miss. He told me about this a week ago so it isn't a ruse to get rid of me. That said,

GOODWOOD
TON

Corvette
Sting Ray
Thunderbird
Packard
ERA
PERL
WILLS'S
STAR
CIGARETTES
ENGER

Goodwood Ton (top left) is a highlight amid rare ephemera



1970
BOTH FLOORS

Book collection is comprehensive and absorbing

EQUATIONS OF MOTION
THE AUTOCAR

Butler has every issue of Autocar, including the emancipation one

Auto
Speed and Sport
so much fun!

Number of magazine volumes totals a remarkable 15,000

> My 'pass the defib' moment is a complete set of Hot Rod

if he hadn't had that meeting, he'd have had to invent it because I would be here forever.

At every turn, there's a new delight. An album of photographs from the early days of aviation, including shots of Blériot. Uncaptioned and never published. A treasure. Butler's wife is Russian, an eye surgeon (there's a longer word to describe her speciality but neither Google nor I can spell it) and one of the team that pioneered laser eye surgery. Her father was chief electrical engineer of the Russian space programme in the 1960s. Needless to say, Butler has a large collection of Russian motoring and aviation books.

What a day, what an enthusiast and what a magnificent collection. The tricky question: what happens to this incredibly important archive when he croaks? "Good question. It's very difficult to sell a library," says Butler. "It's going to be a question of finding the right place for it to end up."

One thing's for sure: if we get another lockdown or I have to self-isolate for 10 days or more, this is where I'm going to head to. Butler can lock me inside the archive with a sleeping bag and, if it wouldn't put him out too much, slip a plate of sandwiches under the door a couple of times a day. My life's passion is within these walls and so, if this isn't a sickeningly pretentious thing to say, is most of my life's work.

WHAT IF BUTLER HAD BOUGHT TVR?

In a garage on its own is a blue TVR Griffith 500, the second to last one made. Butler likes this car so much that he tried to buy the company that made it. And he was within weeks of doing so before Nikolai Smolensky bought it. "He ended up paying rather more than we were willing to," says Butler. "We'd had a left-hand-drive Tuscan built that was to sort of American specs and had gone a long way down the road with fixing up to build TVRs in the US. A great shame."

TVR instead went to a young zillionaire with no experience of the car industry and then onto someone who after years of trying hasn't progressed the brand beyond what appears to be a fantasy project. Butler's passion for cars would have been a boon and his business acumen even more valuable. You don't set up a business in 28 countries without having your eye on the ball.

SOUNDS LIKE REVOLUTION

A UK company has developed light, compact and sophisticated speaker technology that could revolutionise the soundscape inside cars. **Steve Cropley** has a sneak preview

WA's speaker tech is small and light so it's easy to package

Revolutionary British-designed premium car audio technology with the potential to bring huge improvements to both on-the-move listening experiences and overall car efficiency is soon to be launched by a Midlands company that was spun out of Warwick University's engineering department 20 years ago.

The company, Warwick Acoustics (WA), has headquarters at the MIRA Technology Park near Nuneaton and it bases its revolutionary business on the development of electrostatic speakers that are smaller, lighter, higher performing and easier to package than any existing conventional speakers for cars. In addition, WA – which also develops accompanying software for its systems – claims powerful advantages in sustainability for the trailblazing new products, due to be revealed in a prototype vehicle soon.

WA's managing director is Mike Grant, who was drafted in by the company's investors in 2015 to assess its potential. The firm had harboured its highly promising audio technology for about 10 years but done little to move towards production. Grant says his first job was "to decide if the company's technology had a production future". He soon recognised that although electrostatic speakers weren't new in principle, WA's unique 'take' on them made them especially suitable for cars and e-technology. He reckoned that with the right kind of development programme, they could become "classic disruptors" in a global market for around 500 million car-based speakers a year, currently worth around $8 billion (£5.9bn).

He set out to adapt WA's technology to all kinds of cars but now believes its arrival will be perfectly timed to enhance the new generation of electric cars in which weight is absolutely critical and whose different cockpit layouts offer bold new packaging opportunities. What is more, their innate quietness will provide a listening environment for sophisticated audio that is closer to the ideal.

Previous electrostatic speaker designs were too delicate and difficult to power to survive in the tough automotive environment, says Grant. But by combining WA's original university-developed intellectual property with more recent fruits of its R&D, and with help from recent developments in materials science, WA was able to start developing products that are durable enough for road cars and e-mobility applications. WA moved into its current MIRA premises in 2018 with just five employees. By the end of 2020, it had a team of 15, and →

MD Mike Grant: "The real opportunity is electrified vehicles"

← by the end of this year, it'll be 50.

An electrostatic speaker uses very different technology from the conventional circular or oval types we're used to. Whereas conventional speakers have a relatively bulky and heavy moving magnet to activate a diaphragm that moves air and thus creates sound, an electrostatic speaker has an extremely thin multi-layer membrane sandwiched between two electrically conductive stators. The audio signal is applied across the stators to vibrate the membrane and produce sound – which is usually more detailed because the membrane is very light and responds more quickly to inputs.

"My original plan was pretty simple: use our technology to take the company onto the audio market for all kinds of cars," says Grant. "But it has since become clear that the real opportunity is in the market for electrified vehicles, now expanding really quickly."

However, Grant and his team soon realised that it would take years to develop a wide enough range of products for its planned e-mobility applications and that it needed a means of establishing credibility with hard-to-please car makers in the meantime. So in 2016, it launched the first in a range of ultra-high-end headsets using its electrostatic transducers (speakers).

These were primarily intended for use by recording studio engineers but have since been embraced by discerning audio enthusiasts, have won more than 30 awards and are widely acclaimed as "the best headphones money can buy". They should be good, mind. The ultimate model, called Aperio, is hand manufactured in gold, comes with a custom amp and sells for a cool £30,000 – only in Harrods. This perhaps gives us a helpful clue to the automotive sector WA will initially target. "We won't be putting our equipment in Ford Fiestas for the time being," says Grant.

With the reveal of WA's game-changing audio in prototype cars just months away, Autocar was offered exclusive access to the company's MIRA laboratories, to hear how the new products work – and sound – and to meet the multitalented team bringing them to production.

The results are astounding, and the

> "When designers see the packaging opportunities, their eyes light up"

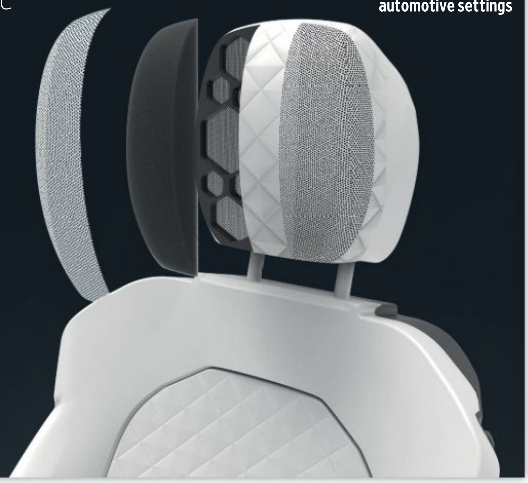
WA's technology is also used in award-winning headphones

The key element

The basis of WA's automotive sound revolution – the electrostatic transducer – looks almost too simple and small to be a disruptor, especially against a conventional cone speaker with its relatively heavy central magnet and fragile diaphragm. But just by handling one, you can appreciate WA's claim for light weight and easy mounting.

The examples we saw were about the size of a large, oval biscuit, and similar in thickness. They are encased in an extremely light two-piece plastic frame with a honeycomb-shape web to protect the all-important membrane and a small set of connectors at one end.

Although electrostatic speakers were fragile when the technology was first discovered around 70 years ago, WA says its products' simplicity and robust design make them impervious to temperature and humidity variations, stable in performance and sound quality over time and "extremely durable".



WA's tech is robust enough to survive in automotive settings

products' instantly perceivable ability to "breathe new life into music" is just one of their advantages. WA's much experienced head of programmes, Graham Landick, claims the WA system can save as much as 75% of the electric power needed to work an equivalent conventional system in a premium car. It can also save up to 75% of a conventional system's weight – a matter of 6-8kg – which is a huge saving in today's ounce-conscious car business. Just those two advantages can usefully boost the electric cruising range of a current EV.

WA also claims ease of packaging as one of its key advantages. Its speakers' thinness, lightness and flexibility of shape mean they can be fitted integrally into a car's trim surfaces in the ideal positions for the best sound quality. "In presentations to OEMs, we've learned that there's a big advantage in having car designers present," says Ian Hubbard, WA's chief commercial officer. "When they see the new packaging opportunities, their eyes light up."

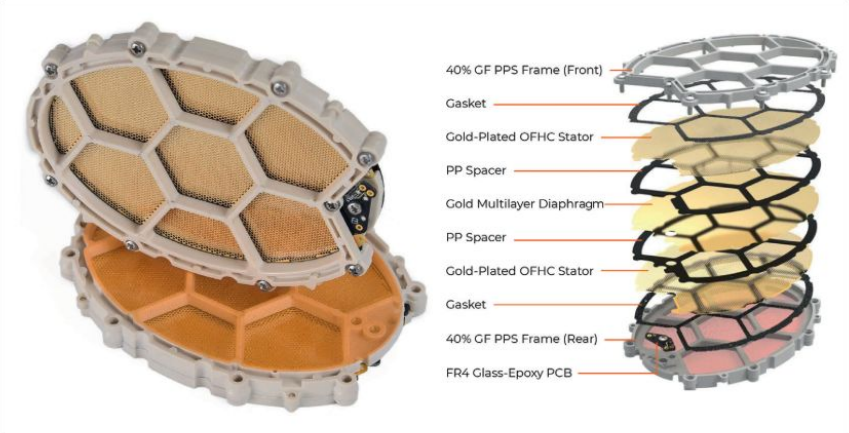
Other advantages? WA's easy-to-position electrostatic speakers are particularly suited to noise cancellation applications because their low-mass membranes respond very quickly and precisely to changes in ambient noise. They also suit the creation of personalised sound zones for a car's different occupants, a customer demand that is just beginning but likely to increase.

Finally, the sustainability story: WA's electrostatic panels are almost entirely recyclable and contain none of the poisonous or hard-to-handle rare earth materials often found in magnet/voice coil transducers. This advantage will become increasingly important to car makers as they strive to decrease their products' environmental footprint.

Grant believes WA is well on the way to meeting the technology challenges but now needs to build the brand and to focus carefully on the needs of the customer in the cabin.

"Five years ago, our main concern was the basics," he says. "The low weight, the power efficiency and the sound quality of our products. Now, we believe it's really, really important to bring great engineering together with the emotional side of the business. This matters as much in audio as it does in cars. We've got to bring the two things together."

There's plenty of new territory to be tackled, Grant explains. In future, we'll see car makers wanting to tailor sound to suit their own brand values. The location and look of audio controls will change radically. There will be a new emphasis on 'sound zones' that are specific to individuals in a car, and for ever more effective noise cancellation systems. But whatever the new demands, Grant believes he's well on the way to having the equipment – and the brand – for the job. A



Electrostatic speaker's light multi-layer diaphragm sits between two electrically conductive stators and reacts quickly to inputs

THE LAST BASTION

While others convert to electrification, Ferrari remains committed to its V12. **Simon Hucknall** evaluates its past quarter-century of progress through a 550 Maranello and a new 812 GTS

PHOTOGRAPHY LUC LACEY

812 comes as Superfast coupé or, as seen here, GTS convertible

The 550's three-stage Anti-Slip Regulation (ASR) was the height of sophistication 25 years ago and the only driver preference control – apart from lifting one's right foot.

What does a V12 mean to you? Is it the pinnacle of combustion-powered brilliance; a multi-cylindered masterpiece that's among the smoothest and most sweetly balanced engines found in any car? Or is it just the final bastion of automotive profligacy, the antithesis of all that's clean and green, awaiting its inevitable death knell from legislators the world over?

Ferrari should know better than most. Of the four manufacturers in the UK that still sell V12-powered cars (Aston Martin, Lamborghini and Rolls-Royce being the others, if you ignore the odd niche luxury car), it has by far the longest back catalogue of road-going V12 models. In fact, you could argue that it's a continuous one, too, given that Maranello's flat-12 engines from the 1970s to the 1990s were actually wide-angled vees by another name.

And being mid-engined, it's those cars – Boxers, Testarossas et al – that separate the two eras of front-engined V12, two-seat production Ferraris. The first one ended with the 365 GTB/4 'Daytona' in 1973 and the current one started in 1996 with the 550 Maranello, which we have with us today, neatly bookended by the current 812, which we've also brought along to gauge what a quarter-century of evolution looks and drives like.

Autocar's original test of the 550 actually referred to the Daytona, saying: "For all its speed and beauty, it showed that a mid-engined successor was necessary. The 550 shows that it is not."

And in 2000, when I first drove a 550, I probably would have agreed. That the test venue was Millbrook Proving Ground's high speed bowl also meant my Ferrari duck was broken at around 150mph. While not the most exhaustive test, it did reveal how stupendously easy it was for a callow road tester to go flat chat on a bumpy, steeply banked track and not feel any sense of fear. A touch of ignorance helped at the time, maybe, but, looking back, that 550 was so much more stable and forgiving than it had any right to be.

Designed by Lorenzo Ramaciotti at Pininfarina, its rakishly attractive shape, with its large glass area and cab-rear stance, distanced it from the more prosaically styled 456 2+2, whose platform it shared (albeit with a 100mm-shorter wheelbase), as well as its 5474cc quad-cam 65deg V12.

It was a genuine landmark car for Ferrari and a return in many people's eyes to the true grand tourer market with which its mid-engined fare had never quite happily sat. It was an unbridled success, too, with 3083 examples sold across a six-year run.

> Switch between the 550 and the 812 and you find precious little that links them

It's just you, the steering, the V12, that joyful shifter and the road in the 550; wheel diameter is two inches smaller than on the 812

So, in 2002, when a transporter arrived at Goodwood Circuit and decanted one of the very first 575Ms for Autocar's Britain's Best Driver's Car contest, we clearly thought this heavily revised but visually similar replacement would raise what was an already high bar. How wrong we were. One by one, we took our turns in the 575; and one by one, we returned with expressions varying from disappointment to astonishment at how poorly the car acquitted itself. So poorly, in fact, that it came last in the test.

The problem was the softness of its new chassis set-up, which felt underdamped at the front and way too soft at the rear. Our damning

R126 RBD
RK21 CCA

Cabin has held up well and is a lovely place to be

verdict must have sent shock waves towards Maranello because, soon after, the optional Fiorano Pack became available in the UK, tightening the suspension and addressing much of our criticism.

But it wasn't until two years later that Ferrari went the whole hog and introduced the Handling GTC Pack, at a £16,450 premium. It was worth every penny, though. With carbon-ceramic brake discs, 10kg shed from each corner and an even stiffer front and rear, the 575 finally became the car it should have been all along. But at heart, it still had the essence of the 550 that had been launched eight years before – and the supercar world had moved on.

Switch between the 550 here today and the 812 and, other than sitting behind a V12 driving the rear wheels, you find precious little that links them. Which is why the 599 GTB that arrived in 2006 is such an important part of this story.

The last car from this set that owes its lines to Pininfarina (under the auspices of Jason Castriota), it was a radical departure in every way. Swapping the 550/575's tubular steel spaceframe for an all-aluminium chassis, it also inherited a modified version of the Tipo 140 V12 used in the Enzo. Now with 612bhp and a Pagani Zonda S-matching 0-100mph time of 7.4sec, it left the 575 in its wake.

The manettino steering wheel made a first appearance in this group, and an early, quick but crude F1 paddle-shift gearbox became the default for all UK cars, with the classic open-gated manual never to return.

Even in more hardcore HGTE form, the 599 offered an intoxicating mix of everyday drivability, searing performance and unimpeachable chassis control. It was – and still is – up there with the all-time GT greats.

That the F12 Berlinetta that followed it got more power (731bhp) from its now 6262cc V12 was no great surprise. That it was lighter, shorter, narrower and lighter by 70kg was a refreshing reversal of an industry-wide trend for ever heavier and larger cars.

Designed in-house for the first time, with a chassis developed in conjunction with Scaglietti, the F12 had its engine mounted behind the front axle – becoming therefore front-mid-engined. Distinctive scallops in its bonnet, known as the Air Bridge, diverted air from the windscreen and used it to reduce drag around the wheel arches.

Despite the F12's weight, which we measured as 1715kg full of fuel, its steering was light and, being quick-geared, belied the car's size. →

Performance is still potent enough to show up modern sports cars

> It delivers such progressive thrust that its ultimate turn of speed creeps up on you

When the F12 was replaced by the 812 Superfast in 2017, there was no mistaking that this was an evolutionary shift forward, right down to the internal code for the model changing from F152 to F152M for 'modificato'. But while the engine was still essentially the F140 that had served in the previous two models, to generate the slightly lunatic 789bhp and 530lb ft of torque (of which 80% was available from just 3500rpm), it had enough new internals for it to be effectively a different unit.

Has our perception of what a high-powered grand tourer represents changed in 26 years? Of course it has. But you still have to smile as you fire up the 550, sitting behind its high scuttle, seven dials spread across its dashboard, resting your left hand on the large aluminium ball atop the open-gated gearshift. It feels quite compact, unintimidating and, aside from its slightly long-armed driving position, very much the kind of car that you can master quickly.

Which you can. This well-preserved 55,000-miler, on sale for £85,950 at Slades Garage, is instantly biddable on the tight, heavily cambered roads in this part of Hertfordshire. The ride quality on its 18in rims is supple and, despite a He-Man clutch, the clack-clack of the thin lever across the gate instantly brings a grin to your face.

Yes, there are some creaks from the trim, but find the right section of road, press the long-travel throttle to the floor and that surprisingly subdued 5.5-litre V12 delivers such progressive thrust that the 550's ultimate turn of speed creeps up on you.

With 70% more power and weighing roughly the same as the 550, the 812 is a car you respect. A near perfect driving position, a low scuttle and well-arranged controls give you the confidence you need to extract the best from it. There's not enough space here to describe the myriad settings available, suffice to say that today we're in Race, with the chassis set to Bumpy Road. The steering is endlessly talkative, which is great on these sinuous and surface-changeable roads, but I'm not sure if I would tire of it on a long schlep to Cannes. The seven-speed dual-clutch 'box is a joy and, switched to Sport, smooth and user-friendly.

Keep the throttle nailed and acceleration from any speed is furious and sustained, the rear wheels scrabbling for dry traction in four gears and accompanied always by an old-school F1 soundtrack that, despite the cold, is so addictive that you must have the roof retracted at all times.

The pinnacle of combustion-powered brilliance? Absolutely.

The 812 will accelerate from 30-50mph in sixth gear in 3.7sec. That doesn't sound that impressive until you realise that it will go from 130-150mph in the same gear in 3.6sec.

F116 arrived in 1992; was replaced in 2002 by F140, which has been continually updated

WHAT FUTURE FOR THE FERRARI V12?

Ferrari's V12 is a company linchpin. There are customers who will purchase only cars that are so equipped, which means that, despite the threat of being legislated out of the market, Maranello remains dedicated to keeping the engine compliant for as long as possible.

And while the UK traditionally accounts for around 10-12% of Ferrari's market (North America is its largest), there are many other countries that will continue to take new ICE cars after our ban on their sale has been imposed in 2030. This leaves scope for future V12 production in such markets, possibly using turbocharging or hybrid tech to enable reduced capacity/emissions with minimal impact on power output.

There's also a global community of track-only Ferrari owners. The 2005 FXX and the 2015 FXX-K proved that there was a demand for V12-based specials, maintained by Ferrari specifically for its clients to use at its own circuit-based events and thus unaffected by road-going legislation.

Interior of 812 is a world away from 550's, offering technology galore

	Ferrari 812 GTS	Ferrari 550 Maranello
Price	£293,220	£143,685 (in 1998)
Engine	V12, 6496cc, petrol	V12, 5474cc, petrol
Power	789bhp at 8500rpm	478bhp at 7000rpm
Torque	530lb ft at 7000rpm	415lb ft at 5000rpm
Gearbox	7-spd dual-clutch automatic	6-spd manual
Kerb weight	1715kg	1716kg
0-62mph	2.9sec	4.3sec
Top speed	211mph	199mph
Economy	19.0mpg	12.0mpg
CO_2, tax band	340g/km, 37%	na

With its cylinder banks separated by 60deg, a V12 engine has perfect dynamic balance. Ferrari's 65deg V12 has a slightly wider angle to allow more room for its inlet system.

R126 RBD
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YOUR VIEWS

WRITE TO
autocar@haymarket.com

Fitting tribute

I thoroughly enjoyed Steve Cropley's recent article on impressions and experiences from driving the Lotus Evora ('Forever and Evora, amen', 27 October 2021), which became all the more poignant in light of the sad passing of Hazel Chapman.

Might I humbly suggest that Lotus consider renaming its famous shade of green 'Hazel' in her honour?

Neil Donald
Via email

Most practical estate

I read with interest your comparison of the BMW 5 Series, Jaguar XF and Skoda Superb estates ('Sticking to conventions', 1 December 2021).

Two years ago, I was making a similar choice but with the added complexity of needing the car to accommodate a powered wheelchair and hoist. I wanted a BMW 530d Touring, but the boot was too small.

I thought a SUV would take the chair easily, but that wasn't the case because the boot opening is often smaller than that of an estate.

I tried most cars in the £30k-£50k price range, yet the chair wouldn't fit. In some, like the BMW 6 Series GT, the chair would fit but not the hoist.

The Land Rover Discovery and Volvo XC90 could take the chair and hoist, but they would be too high for my disabled daughter to get into.

I was therefore thinking the choice would be a people carrier, but as a car enthusiast, I couldn't bear to do it.

Then one day the hoist company's people came to measure the chair and said: "Why not buy another Skoda Superb? It will fit in that!" (I had one as my company car but with no hoist fitted.) So off I went to my local Skoda dealer – who couldn't believe that it would fit in the Superb Estate but not the Kodiaq SUV – and bought a discounted Laurin & Klement model.

It suits us perfectly, as we regularly travel with adult passengers in the rear, who get heated seats and air-con. The non-level boot floor made the difference to getting the chair in.

It also has the benefit of a spare wheel and adaptive suspension that lets it ride well even on its handsome 19in wheels.

While it's boring to drive (I prefer my wife's Skoda Yeti), it's just so practical if you need to transport adults in comfort with a large load.

It's pleasing to note that Skoda is developing a new Superb. Let's hope it makes a modernised Yeti, too.

Nigel Hiller
Chesterfield

It's Superb indeed for wheelchair users

LETTER OF THE WEEK

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

Complex equation

I owned a Toyota Land Cruiser. It was functional but basic, so I wondered whether I was missing out. Keen to sample what science could offer, I replaced it with a Volkswagen Passat GTE.

I love the adaptive cruise control, even if it does encourage naps. I admire the LED running lights, despite being able to see them only in shop windows. It looks great for an estate. That's it. That's what I like.

On the other side of the equation, it has LEDs to light up the front upper third of the door (why?), yet not in the charging socket, so I have to piston around for that. Then I must press a button, 'charge later' (I've never worked out how that's done) or 'charge now', which charges it 50% of the time, giving me not 34 miles but nearer 22 – ie not enough to be useful. It has parking sensors that can't tell between a pile of semtex and a geranium, and if they detect anything more than a vacuum, they slam on the anchors. It has three modes: D for drive, B for battery regen and M, which Volkswagen couldn't explain. The infotainment often fails to start. There's a switch by the driver's head to switch on the rear compartment lights, which will distract you but aren't mentioned in the manual. This manual, it seems, isn't meant to help you drive this overly complex car but to prevent Volkswagen from being sued.

If this is representative of modern cars, they've gone too far. We need to simplify. Touchscreens should be banned, as they allow too many layers of complexity, and manuals should have a mandatory limit of 50 pages.

Now, has anyone recently bought a bottom-of-the-range 54-plate Land Cruiser? I want it back.

Hamish McLure
Via email

Renew my Toyota

It was great to read of Toyota's car refurbishment initiative (News, 22/29 December 2021). Autocar should put on its investigative hat and visit the Burnaston factory with the aim of extracting more information, as well as giving one or two suggestions.

For instance, one of my cars is a Toyota iQ, which I plan to keep for many years to come. Talk to any Toyota dealer and they will confirm that customers rate this genius little car very highly. I therefore suggest that Toyota offers to 'remanufacture' them. As they're getting old now, it could offer, after appraisal, a gold, silver or bronze treatment.

Grahame Skey
Via email

Grahame would like his iQ refurbished

Button it

In the 8/15 December 2021 issue, you design an exciting sports car – and then give it all-touchscreen controls. After reading (and agreeing with you) about the dangers of ditching physical controls, this is quite funny.

I think we all understand about the manufacturers' need to cut costs, maintain profit margins and produce great cars that are also safe and frugal, but it strikes me that there are other things that could go instead, like electric seat adjustment, heavier and wider wheels (compensated for by the ubiquitous electronic traction and stability control systems) and heavy moving glass roof panels.

I have hope for interior controls, though, thanks to Mazda, Honda's new Civic and the fact everything circles eventually, so we will soon have manufacturers crowing about their safer new button-led interiors.

Keep up the good work keeping them on their toes – even if you slip up yourselves every now and again.

Will Slater
Via email

Why would you pay more for a new M car, asks Shane

Give me five

Adding to the E10 fuel debate, my 2005 Skoda Octavia 1.6 FSI has been running as smoothly as a kangaroo with a swarm of wasps in its pouch. Despite being listed as compatible, this 70,000-mile, well-serviced barge has also reduced economy, at 20-25% less than the previous 45-46mpg.

With no alternative transport here in rural Cheshire, I reverted to the now-pricier E5 and all is good again. E10 is promoted to cut emissions, but surely such poor economy actually increases overall use of hydrocarbon-based fuels, negating the benefits?

Tony Weston
Alsager, Cheshire

Tough gig

I want to thank Autocar for printing 'Confessions of a delivery driver' (5 January), as this is the first time I've seen an article like this. However, it covered just the tip of an iceberg.

I worked for several firms delivering cars, each time hoping the new one would be different to all the rest, but no, they never were.

Most of these firms treat their drivers with contempt, treat them appallingly and do not deserve to have decent folk working for them.

Just one example: I once refused a job, due to the car having no MOT (I always did an MOT check before collecting). I then argued with the controller over this. Five minutes later, a colleague phoned to ask the registration of that car. The controller had sent the job to him, obviously hoping that he wouldn't do a check.

I did this type of work for many years. It was Covid-19 that made me see sense and take early retirement.

John Owen
Via email

Money for nothing

Is this what we're reduced to now? The BMW iX's lead designer admits there's little difference between the basic and M models in either looks or performance (News, 5 January). So what does your extra money get you these days? Some vague suspension changes, a new colour scheme for the digital dashboard and a different MP3 file for the fake engine note.

If ever I needed a sign to buy a classic V8 Range Rover, this was it.

Shane Francis
Via email

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 2 FEBRUARY

DRIVEN

New Maserati MC20

This mid-engined sports car kick-starts a whole new era for Maserati. Matt Prior delivers our extensive first UK verdict

FEATURE

Alfa vs Europe

We're handed the keys to a Giulia GTAm in Italy and told to deliver it to the UK

INSIGHT

Styling the future

Design legend Frank Stephenson on the next big trends in car design

EVERY WEEK

ROAD TEST

DS 9

French luxury brand's new plug-in hybrid saloon meets our road testers

CULT HERO

Nissan GT-R

Thirteen years of supercar slaying revisited

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The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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K321 MCH	£350
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N27 MCP	£350
K121 MCP	£350
R400 MCP	£350
N23 MCR	£350
T888 MCR	£350
Y121 MCS	£250
K123 MCW	£350
K123 MDB	£350
P321 MDS	£250
K31 MED	£350
R123 MED	£250
EL04 MER	£350
N28 MES	£350
T666 MES	£250
MFZ 133	£250
L27 MGB	£250
P21 MGR	£250
P23 MGR	£150
N777 MGS	£250
MGZ 5903	£150
P13 MHW	£150
MHZ 656	£350
K31 MJE	£250
K121 MJK	£250
GB56 MJS	£250
K31 MLH	£250
K121 MLS	£250
L212 MLY	£150
Y28 MMM	£250
L11 MNW	£150
P26 MOD	£250
C113 MOK	£75
M123 MOM	£250
P111 MOP	£150
N11 MPE	£150
N22 MPP	£150
L121 MRT	£250
MRZ 2633	£150
MRZ 2634	£100
P29 MSB	£250
P33 MSM	£150
K321 MUR	£250
MXZ 6416	£150
P121 NAB	£250
R700 NAB	£250
Y14 NAG	£250
J600 NAM	£250
C14 NBS	£150
NBZ 778	£250
NDZ 778	£250
K28 NET	£250
R123 NET	£250
L28 NGE	£250
NGZ 1012	£150
NGZ 1022	£150
NGZ 3812	£75
NJZ 229	£150
P11 NMD	£150
P222 NOR	£250
W44 NOV	£150
NRZ 474	£250
T83 NUT	£250
R121 NUT	£250
Y321 OAK	£250
OFZ 155	£250
OGZ 5253	£150
OGZ 9801	£100
OJZ 878	£250
N26 OLD	£250
W96 OLD	£150
N121 ONG	£150
ONZ 4910	£150
T8 OWD	£250
OXZ 1042	£75
OXZ 1071	£150
R121 PAH	£250
Y888 PAL	£250
S202 PAW	£250
W6 PCG	£250
PDZ 939	£250
N20 PEB	£250
L200 PEB	£150
P007 PES	£250
PFZ 919	£250
PGZ 1264	£150
PGZ 1265	£150
PGZ 1274	£75
PHZ 858	£250
PHZ 8434	£150
K700 PJD	£250
Y60 PJS	£250
N11 PKW	£150
PLZ 262	£350
K123 PMB	£250
S26 PMD	£150
L11 PME	£150
R11 PNB	£150
PNZ 474	£350
R121 POL	£250
J14 PRG	£150
Y917 PRO	£150
PRZ 1356	£75
PRZ 2482	£150
PRZ 2483	£150
J50 PUL	£250
PXZ 1862	£100
PXZ 1893	£150
P111 RDA	£150
L29 RDS	£250
N222 RDS	£150
RDZ 115	£350
G007 RES	£250
P700 REX	£250
RGZ 1062	£150
RGZ 2810	£100
RIG 1051	£250
N8 RKG	£250
RKZ 878	£250
K121 RMS	£250
K31 RMW	£250
L23 RNS	£250
P8 RNW	£150
T798 ROO	£250
S10 ROT	£250
OX03 ROW	£150
P8 RPA	£250
W23 RRY	£250
RRZ 1026	£75
RRZ 1238	£150
RRZ 1239	£150
P525 RSR	£50
T11 RTD	£150
A15 RTW	£250
P23 SAD	£250
W321 SAH	£250
A19 SBD	£150
SBZ 799	£350
P29 SCM	£150
H19 SCR	£250
K26 SDM	£250
P23 SDW	£150
P121 SER	£250
P121 SES	£250
T944 SET	£150
M300 SEW	£250
R22 SFB	£150
T17 SFC	£250
T11 SFH	£150
SGZ 2358	£150
SGZ 2359	£150
SHZ 3591	£350
SIG 1382	£150
SIG 1532	£100
P23 SJE	£250
P17 SJK	£250
SKZ 858	£250
K121 SMD	£250
Y300 SMR	£250
Y121 SMS	£250
N123 SMW	£250
K31 SMY	£250
R28 SOO	£250
Y47 SOO	£250
P11 SPF	£150
L321 SPY	£250
SRZ 1262	£150
SRZ 1263	£150
SRZ 1274	£75
W100 SUT	£250
K28 SXY	£150
Y22 TAF	£250
Y27 TAG	£250
Y321 TAR	£250
Y111 TAT	£250
J93 TBP	£150
TBZ 559	£250
TBZ 955	£250
N333 TCH	£250
TDZ 622	£250
K121 TEE	£250
V900 TER	£250
TFZ 919	£250
TGZ 1583	£100
TGZ 1586	£150
TGZ 1587	£150
THZ 1829	£150
TIB 4457	£350
TIG 1672	£150
TIG 1673	£150
TIL 7610	£350
TJZ 252	£350
TJZ 1922	£250
N653 TOD	£250
R121 TOP	£250
L111 TPH	£150
P111 TRH	£150
N111 TRP	£150
TRZ 1034	£150
G8 TSP	£250
K21 TSS	£250
P121 TTT	£250
G007 TTY	£250
UEZ 939	£250
UHZ 4291	£75
UIG 1013	£150
UJZ 626	£250
P200 UTD	£250
VBZ 686	£250
VCZ 447	£150
VIG 1026	£150
VIG 1027	£150
VJI 919	£350
K21 VOW	£250
J30 WAB	£250
P121 WAG	£250
G006 WAN	£250
N28 WAR	£250
P900 WAR	£250
Y400 WES	£250
WEZ 6569	£250
WHZ 1019	£150
WHZ 1091	£150
WJZ 424	£350
A16 WMR	£150
M21 WOR	£150
K29 WRC	£250
B2 WRH	£250
R50 WRH	£150
X12 WYN	£250
P121 WYN	£150
R121 WYN	£150
XAZ 929	£250
YHZ 1495	£150
YKZ 554	£150
YUI 1425	£150
YUI 1426	£150
YUI 1487	£75

The Autocar
ON THIS DAY
IN 1988

Tipo initially faced Mk4 Escort and Mk2 Golf. It lasted until 1995

AUTOCAR

HOW FIAT'S NEW TIPO TOPS GOLF & ESCORT

PLUS Driving the new Cosworth and BMW 5

Tipo to the top

IN REPLACING THE badly ageing Strada, Fiat tried not to rewrite the family car formula but to exploit it to the maximum, creating the Tipo and the world's most automated car plant to manufacture it, with European domination in sight.

Autocar therefore arrived at its much-hyped unveiling in Britain's favourite such car, the Ford Escort, and Europe's, the Volkswagen Golf.

Despite Fiat's carburetted 1.6 being newer and more potent, the Tipo was slower to 60mph, partly as it was 45kg overweight. Still, the four-pot easily held its own.

Fully independent, long-travel suspension gave a loping, almost French ride to the Italian that was "significantly more comfortable" than its rivals'. However, handling was a flaw, with torque steer and lots of body roll in evidence. It was the lightest to drive, mind, "with easy steering at parking speeds, light pedals, the best gearshift and the least driveline shunt".

"The Tipo makes outstanding use of space," our tester continued. "In terms of head room, leg room and width, it's another class on from both the Escort and Golf."

It was particularly spacious in the rear, in contrast to the Ford.

Up front, "the ghost of the Italian ape seems far away, but it's remarkable that Fiat should persist with LED instruments when many other manufacturers are returning to analogue dials".

Overall, the Tipo "outclassed the Escort in a number of crucial ways" and was set to undercut it.

After winning Car of the Year, it proved a huge success globally but a damp squib here, as many had been made wary of Italian wares.

KRIS CULMER

Five stars for new 5 Series

"The new 5 Series is exactly what one would expect from BMW," we reported after meeting the E34 in Portugal. "It's well engineered, beautifully put together and displays the logical but cautious evolution of technology which is the hallmark of the German auto industry." It proved a resounding success, with 1.3 million cars sold by its 1996 retirement.

British-built beauty

As Ari Vatanen's bewinged Peugeot 405 was being stolen in Mali, Ryton's conventional 405 got more welcome attention at home. "There's not much wrong with the way the car goes and corners, while its ride sets new class standards," we concluded of the bread-and-butter 1.6 GL. "There are few repmobiles we would class as entertaining. The 405 is one."

MOTORSPORT

Paris-Dakar rally embroiled in controversy

The 1988 Paris-Dakar was both a zenith and a nadir. It attracted a record 603 starters but caused the death of six people and had its fight for first ruined when the leading Peugeot 405 of Ari Vatanen was stolen and held for ransom. FIA boss Jean-Marie Balestre demanded disqualification, giving the win to Juha Kankkunen's Peugeot 205.

"I now believe 603 is too many," the organiser said. "The first stage may have been too hard. We'll go back to the stages being progressively harder and make it more private."

Peugeot suspected it was being punished for suing the FIA for banning Group B rally cars. It kept quiet officially, but its motorsport boss, Jean Todt – a future FIA chief – reportedly called Balestre "the Emperor Bokassa of motorsport".

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GETTY IMAGES

OUR CARS

FEATURED THIS WEEK

FIAT 500

McLAREN GT

LEXUS UX

NISSAN QASHQAI

RENAULT ARKANA

VOLKSWAGEN ID 3

Y33 MCL
GT07 MCL

> “Everything in the GT feels wound back by about 2% from the 720S”

McLAREN GT

What better for Autocar’s longest commute than an extravagant grand tourer?

FIRST REPORT

WHY WE’RE RUNNING IT
To see if a mid-engined supercar really can work as a commuting grand tourer

Here’s what we said about a McLaren when we road tested it back in 2017: “The car’s class-transcending performance comes combined with remarkable breadth of ability on the road (ride and handling that can be more supple, progressive, tactile and mild than any true rival), with excellent usability, too, and with more indulgent on-the-limit track handling than any McLaren we’ve known before.”

To my mind, that’s all that would indicate the car could make a good stab at being a GT. But we didn’t write those words about a GT. That road test verdict – and a five-star rating, incidentally – was reserved for the 720S. Which is part of the reason why McLaren finds itself in a quandary with the car we’re lucky enough to be running for the next three months: the actual McLaren GT.

Spun on further, the debate continues: can a mid-engined, supercar-based GT be the ultimate car to live with, or are the compromises too much, especially when the actual supercar from the same brand already does such a good job at the daily stuff?

In the rarefied world of these things, it’s going to be a heck of a few months finding out.

And to kick things off in suitably superlative style, we managed to line up our GT with a 720S to do a bit of back-to-back comparison, meeting at Millbrook Proving Ground. But more on that in a second. First, some details on the GT we will be running.

The GT is built around McLaren’s Monocell carbonfibre tub (essentially an evolution of the 570S’s without a roof section), as opposed to the Monocage II of the 720S, but it does share the supercar’s 4.0-litre V8 and electrohydraulic power steering. Peak outputs are 612bhp and 465lb ft, with 95% of the latter arriving at an un-supercar-like 3000rpm.

Our GT is in Luxe trim. It’s nigh-on identical to Pioneer trim, except it gets full leather instead of a leather and Alcantara mix – as befits the names, really. There’s also the ‘base’ Standard trim, but that has you make do with manual reach and rake adjustment. Think of the effort…

As you will have already noticed, our car isn’t in the most subtle of hues. This particular paint is called Belize Blue, and it’s certainly doing its bit to attract all sorts of phone-camera attention on the UK’s motorways. With a £4000 price, it’s the most expensive option on the car.

The Panoramic Privacy Tinted Glass Roof (£1750) is one that I would

SECOND OPINION

My issue with the GT has never been its handling balance or the character of its steering, nor anything else that matters when you’re simply in the moment, enjoying the drive. It does those things well. It’s the GT brief that undoes it, because despite the name and brochure bumf, this is still a mid-engined supercar, with all the associated joys and frustrations. How long before Piers tires of the dihedral doors or the iffy over-the-shoulder visibility and wonders why you wouldn’t just buy an Artura or, more temptingly, a used 720S? **RL**

Ward detours to escape the motorway paparazzi

opt for, if my early judgement counts for anything; you can't get the GT in Spider form, but this large expanse of glass certainly opens things up a bit.

The Glass Black diamond-cut wheels (£1650) also look a bit of all right. Wrapped in Pirelli P Zero tyres, they really do help give the car a convincing stance. I've seen other GTs on more normal alloys, and they don't have anywhere near the kerb presence. Speaking of which, these look like they could easily be damaged, so there will be a metre-from-the-kerb rule put in place. Width restrictors are banned.

Privacy glass (£500) and Polished Special Colour brake calipers with a silver logo (£1270) round out the cost options.

The GT is the entry point to McLaren ownership, with a starting price of £163,000. The firm divides its cars into three categories: GTs (containing just the GT seen here); supercars (the 720S and Longtail variants, each soon to be replaced by the all-new V6 plug-in hybrid Artura) and the Ultimate Series (expensive specials like the Elva and Speedtail).

As you would expect of two different cars targeting two different types of buyer, the GT is softer than the 720S, both in theory and in practice. Its V8 produces 98bhp less than that of its sibling, while it also gets an increased ride height (by just 3mm, although with up to 130mm with the nose lift engaged) and more sound-deadening. Mind you, it still weighs only 1530kg, so it's hardly a lardy thing even with the extra leather and noise insulation.

Do they feel that different on the road? Even driving them back to back, it's pretty marginal stuff. In the GT, everything feels wound off by about 2%. The car still rotates around you and is incredibly precise in its major controls (all hail electrohydraulic power steering), but it's lacking that last element of enveloping sportiness. The steering doesn't tuck the front tyres into a corner with quite as much bite.

At the moment, with slippery roads around, I'm grateful for that. The steering is plenty sharp enough as it is for road use, with the nose hunting out apexes just on the acceptable side of aggressive.

So far, then, it's doing the cross-country thing very well. As a GT and for my mammoth commute from the Midlands to Middlesex? Well, finding that out will come soon enough. What a chore it's going to be...

PIERS WARD

TEST DATA

McLAREN GT LUXE

Price new £163,000 **Price as tested** £172,170 **Options** Belize Blue Elite paint £4000, Panoramic Privacy Tinted Glass Roof £1750, privacy glass £500, Glass Black diamond-cut wheels £1650, Polished Special Colour brake calipers with silver logo £1270 **Faults** None **Expenses** None **Economy** 20.1mpg

OWN ONE? SHARE YOUR EXPERIENCE
piers.ward@haymarket.com

VOLKSWAGEN ID 3

Battery reveals itself as a fair-weather fan and keyless entry system isn't keyed in

MILEAGE 3085

WHY WE'RE RUNNING IT
To see if this family EV has the versatility to be Volkswagen's new people's car

In my experience, running an electric car becomes a lot easier if it can cover at least 200 real-world miles between charges. That sort of range means I can pretty much go where I like whenever I like. And that's what my Volkswagen ID 3 was giving me in the early days, happily dispatching around 220 miles before needing a top-up. But now, with the weather having turned colder, its efficiency has dropped from 3.8 miles per kWh hour to barely 3.0, reducing the indicated range to around 190 miles and the actual distance I can cover between charges to 175 miles at best.

To be fair, most EVs suffer a similar drop-off in battery performance in cold weather, so it's no surprise. And this doesn't mean I can no longer do some of the drives I would usually do. A 175-mile range is still respectable in comparison to what most other small EVs can manage in the same conditions. But that earlier sense of freedom has been diminished a bit, over the winter months at least.

When I'm charging it at home, the ID 3 doesn't always want to start the process straight away. On one occasion recently, having arrived home with the battery almost flat and wanting to replenish it without delay, I spent what seemed like an eternity repeatedly attaching and detaching the cable, locking and unlocking the car, cursing under my breath and even rebooting my wallbox (just in case) before the car decided it was ready. I got the distinct impression that it wasn't through any of my efforts that the green charging light eventually came on. Thankfully, such delays don't happen all that often.

A more consistent problem was that the keyless entry (standard on Family trim) wasn't working when my ID 3 first arrived. It's worth mentioning that it wasn't new then, but it was still in as-new condition.

With the appropriate settings turned on within the depths of the touchscreen, the doors were meant to unlock as I approached with the key or, alternatively, touched the handle. But none of that was happening.

I could have continued locking and unlocking by manually plipping the key (oh, the hardship), but keyless entry is a feature that I find very handy, so I was keen to get it sorted.

A couple of days in a Volkswagen workshop ascertained that the car had lost communication with the spare key and this was limiting the keyless entry function, even though I had been using the other key. The solution was to recode both. With that done, the keyless entry is now functioning normally.

ALLAN MUIR

LOVE IT

EASY STARTING
The ID 3 turns itself on as soon as I slide into the driver's seat. All I have to do is select 'D' and I'm off.

LOATHE IT

NOISY HEAT PUMP
The heat pump is surprisingly loud when running, plus it sends small vibrations through the pedals.

TEST DATA

VOLKSWAGEN ID 3 PRO PERFORMANCE FAMILY

Price £32,475 (after grant) **Price as tested** £34,770 (after grant) **Faults** Keyless entry not working **Expenses** None **Range** 175 miles **Last seen** 5.1.22

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allan.muir@haymarket.com

Muir can charge ID 3 at home – so long as it plays ball

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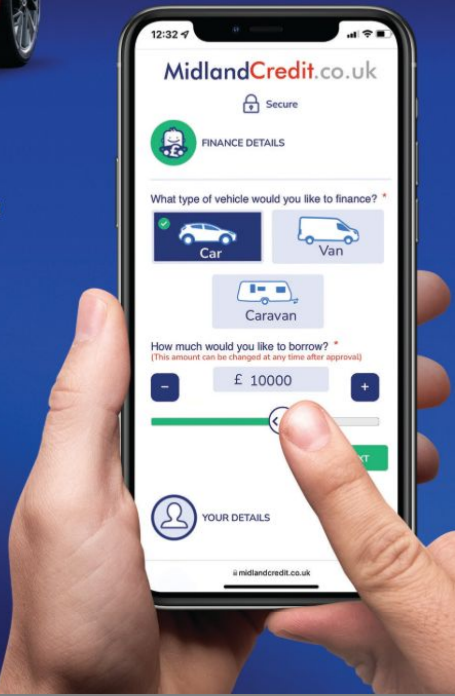
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FIAT 500

First long-haul trip serves as a warning against complacency

MILEAGE 1872

WHY WE'RE RUNNING IT

To find out if the reborn 500 is just as charming to live with as it is to look at

When your daily trip to work and back is a little over 20 miles and 'the new normal' means going in only a few times a week, it's easy to see an EV with a giant battery as overkill. One of only 42kWh has so far proven more than sufficient for our little Fiat 500, often letting me go multiple weeks between charges when used purely as a commuter car.

That's despite the fact that its estimated range still refuses to climb higher than 160 miles on a full charge – a significant 20% down on the 199 promised by WLTP testing. Temperatures have been dropping steadily since the 500 arrived, so that perhaps shouldn't have come as a big surprise.

11:15
No device connected
22°
Driver heat On
A/C
Max
Rear
AUTO
Auto

Our man won't budge from his heated seat

It's not like I'm treating the battery with kid gloves, either. I refuse to dial back the climate control just to add a few miles, so the cabin is always toasty and the heated seats are constantly engaged. A heated steering wheel would have been the icing on the cake, but sadly that's not even an option on top-ranking La Prima trim. The 500 may feel like a premium car in many ways, but in others it falls short of high-end rivals like the Mini Electric.

I also like to keep the driving mode set to Normal, where the regenerative braking is kept to a minimum and the throttle is permitted to be a lot more responsive. One-pedal driving in Range mode is admittedly very relaxing, but I just can't get used to how the brakes get overly grabby at slow speeds. Pulling up short at junctions isn't as big a problem as it was initially, but I've yet to manage a reverse park that doesn't look like a learner driver bunnyhopping unless I swap back into Normal mode.

Short trips are only part of the story, of course. What about longer journeys? My first experience of one, on a recent trip from Surrey to Bristol, wasn't especially smooth.

With two passengers on board and a significant portion of the M4 restricted to 60mph, I was confident of reaching my destination, albeit in Range mode and with plans to top up at the Gridserve chargers that Google Maps assured me had recently been installed at Leigh Delamere services.

Unfortunately, Google had jumped the gun: the charger was literally being lifted off a lorry as I pulled up, having used considerably more range than anticipated to get there. The Fiat is reasonably efficient at town and city speeds, but anything over 50mph uses a lot more juice.

The safest move would have been to double back and use the eastbound charger (an 18-mile detour), but with time to spare and a choice of multiple 50kW Geniepoint units a little closer to our destination, I decided to chance it. The first one wasn't working, of course, despite multiple apps suggesting otherwise, and my remaining range had sunk to just 20 miles. That meant it was time for Sherpa mode, which blunts acceleration even more than Range mode and limits your top speed but ensures the maximum range from what little juice you have remaining.

Miraculously, the second charger was both working and unoccupied, affording us a complete charge in around an hour. I learned my lesson for the return leg, stopping at a little over two-thirds distance in an area well served by multiple fast chargers.

It served as a reminder that not only is range anxiety very real but that EVs are only as good as the infrastructure that supports them.

TOM MORGAN-FREELANDER

LOVE IT

CONVENIENT CLIMATE

The heater controls are on physical buttons that are within easy reach, so there's no excuse for a cold cabin.

LOATHE IT

GRABBY BRAKES

I've given up trying to reverse park in Range mode, as the overly keen regenerative braking prevents smooth manoeuvres at low speeds.

TEST DATA

FIAT 500 42KWH ICON

Price £26,995 (after grant) **Price as tested** £28,675 (after grant) **Faults** None **Expenses** None **Range** 140 miles **Last seen** 12.1.22

OWN ONE? SHARE YOUR EXPERIENCE
tom.morgan@haymarket.com

Renault Arkana

MILEAGE 2948 **LAST SEEN** 5.1.22

With a car as overtly 'styled' as the Arkana, you have to accept a few sacrifices in terms of practicality. On paper, its 480-litre boot sounds decent, but with an optional spacesaver spare wheel, the floor can't be dropped, and the rakish roofline minimises height. Even my fairly small dogs have to duck when I shut the lid, and the bulky solid cover is a pain to stow. **AC**

Lexus UX 300e

MILEAGE 838 **LAST SEEN** 19.1.22

As it's the start of a new year, I've been going to my gym more, and it just so happens that it has a free EV charger. At 7kW, it isn't particularly fast, but it's good for about 20 miles of range in the time I'm working out, so I can keep the Lexus topped when I'm working from home. The charger quite often refuses to release my cable, though, which is annoying. **JW**

Nissan Qashqai

MILEAGE 5213 **LAST SEEN** 5.1.22

As innovations go, the Qashqai's two-piece boot floor is far from the most high-tech, but it's incredibly useful. The two raised panels can be lifted to give access to a storage area or turned sideways and positioned in slots to create two narrow but deep storage spaces. They're brilliant for taking my shopping home without it flying all over the boot. **JA**

BANGERNOMICS BEST BUYS

WITH JAMES RUPPERT

Mk2 Prius got a more responsive hybrid powertrain

KICKING TYRES

TOYOTA PRIUS

Once upon a time, if you wanted to feel all ecologically warm inside, the answer was to drive a Prius. However, an embedded carbon debate wouldn't end well for this hybrid. Better to focus on what it can definitely do well, then: drive around town using very little petrol and almost never go wrong. No wonder it has proved uber-appealing to the private-hire brigade.

Let's fast forward past the now very tired original from 2000 and consider the second-generation model.

Made from 2003 to 2009, it's a more practical hatchback with a bigger boot, making it an even better minicab. It had a more complicated propulsion system, but it was better than the original. Overall, it will return around 50mpg.

Ease of driving and ride comfort are, of course, Toyota's main priorities for the Prius, so if you have any need for fun, it's certainly not the car for you.

> No wonder it has proved uber-appealing to the private-hire brigade

There were several trim levels: T3 got you a CD player, T4 cruise control and T Spirit an uprated sound system, sat-nav and parking sensors.

There isn't much to look for, just a main dealer history and the annual battery health check, which extended the battery warranty for 11 years.

The one key thing is the state of the battery. Toyota offers a Hybrid Health Check, free with a service but £39 on its own, which is available on vehicles up to 15 years old. They won't check imports, mind, because of the chassis number.

A replacement battery will cost you around £1000 and the ECU for it pretty much the same, plus fitting, of course, but a salvage yard could halve that cost.

OR TRY THIS

2008 Toyota Prius 1.5 VVTi T Spirit
57,000 miles, £6394

Here's a low-mileage, pretty perfect Prius that hasn't been run into the ground. It's the top-end version as a bonus. It has had only two owners and has just been serviced.

2007 Toyota Prius 1.5 VVTi T3
169,000 miles, £3495

This is the risky one, although it doesn't have the colossal mileages of some Priuses. Just two previous owners and rain-sensing wipers are the major selling points touted by the dealer.

2010 Honda CR-Z 1.5 IMA Hybrid Sport
106,000 miles, £3995

Ideally this ought to be an Insight, but Honda's hybrid coupé is great fun to look at and drive. This one has a very detailed description and all recent work logged, which is reassuring.

IDOL FANCY

WHAT RUPPERT'S DREAMING OF THIS WEEK

XK was restyled in 2009, gaining a prettier face

JAGUAR XK 2006-2014

This was the last in a long line of big Jaguar coupés that were honeys to look at. Effectively a clever update of the original XK, it was lighter and more focused, with quite a lot of aluminium in its make-up. It's a 2+2 so has rather more room inside than the old one but unfortunately has the usual keyless start, which for us is a needless complication.

The XK doesn't get better with age on the used market. Being a Jaguar, it will eventually become cheap and potentially problematic. Those problems are mainly to do with the electrics, failing ECUs, gearbox problems, door locks failing reasonably cheaply and suspension being rather more expensive to sort when it comes to bushes.

Reader Stuart, who brilliantly wraps XKs and then raises money with them, is the best person for a fail-safe steer. He says: "One short tip for buying an XK? That's the hardest question to answer. I've bought nearly new and 90,000-miles-plus, 300bhp and 542bhp models and loved them all. I suppose one thing that stands out is ex-owners: I hate when there are lots. And I never buy an accident-repaired car."

READER'S CORNER

Cool customer

Used car buying should be an adventure. Richard is no stranger to these pages, having made it his life's work to enjoy as many interesting cars as possible. He has just picked up one for the new year: a 1969 Volkswagen Beetle-based Madison Roadster. Richard says: "It's not very fast, but it is very cool." Hard to disagree. We should all be more like him, as this is what car enthusiasm looks like.

BANGERNOMICS WORLD

Don't shop for cars too far from home, especially if you're after a cheapie. Why travel halfway across the country to be potentially disappointed? If nothing else, it means you can see more used cars for sale. It's important not to buy with just a click.

BUY NOW

Volkswagen Polo

Finding a really cheap car isn't as easy as it used to be, and buying purely on price is always dangerous. Condition is everything, and a clean Volkswagen Polo is clearly worth finding if you want an easy life. I reckon the Mk4 (2002 to 2009) was pretty much peak Polo, being comfortable, practical, reliable and easy enough to fix. I would always steer away from the overworked three-cylinder turbo engines. Just get a 1.4-litre four-cylinder petrol or diesel and be done with it. The Bluemotion version tapped into the economy zeitgeist with 70mpg-plus, if you really are strapped for cash. There are some things to watch out for: the plastic timing-belt tensioners break, the gearbox can become obstructive with age and miles and, most irritating of all, water leaks can spring into the cabin and the boot.

Mk4 Polo is a supermini that won't disappoint

2002 Volkswagen Polo 1.4 SE
129,000 miles, £595

If you want a cheap runaround, the Polo is a good place to start. Here's a 1.4-litre petrol being sold privately for £550. There's a good spec, air-con, electric windows and six months' MOT on this 130,000-miler. Always read the description, though: the ABS light is on. That's a negotiation point to take it below £500. Good luck.

CULT HERO

HONDA S2000

SCREAM MACHINE

Honda's S2000 is a dream to own and a scream to drive, as **Mark Pearson** explains

When you are one of the world's largest and most successful manufacturers of road and racing cars and motorcycles, known for your innovative thinking and unimpeachable engineering and splendid engines, and you want to produce a new model to celebrate a special birthday, what do you come up with?

The S2000, that's what. You see, the Honda Motor Company was officially formed in 1949 and, to mark the firm's golden jubilee, it gave the world this low-slung, rear-wheel-drive, two-seat drop-top sports car of prodigious performance, perfect 50:50 weight distribution and impressively low polar moments of inertia.

And there's more. For starters, there was a wonderful 2.0-litre 16-valve VTEC engine that produced 237bhp at 8300rpm and could rev to 9000rpm. It was a vivid screamer that could potter all day like an elderly professor and then hammer like a racer at the switch of a cam profile. The top speed was 150mph – wonderfully fast – and the 0-60mph time was a delightfully brisk 6.2sec. Chuck in a slick six-speed 'box and a Torsen limited-slip diff and suddenly things looked even juicier.

And, of course, there was yet more eyebrow-arching wonderment: the front/mid-engined layout, the low centre of gravity, the wide track, the aluminium double-wishbone suspension, the rigid frame, the high-geared electric power steering, the special Bridgestone tyres, the digital instruments and even a hood that was impressively quick to lower and erect (from 2002 you could also buy a hard-top GT version). It was all tremendously well thought out and it was brilliant fun on the road – and it was an 'onda, of course, so it'd never go wrong.

> "The wonderful 2.0-litre VTEC engine produces 237bhp and can rev to 9000rpm"

And that build quality stands it in good stead today. Many survive, and although those that do will by now have high mileage and been well used, the reports are good, and the accompanying costs of maintenance and repair surprisingly modest. It seems if you buy one now, you can still expect to enjoy many more years of wind-in-the-hair roadstering.

I have to point out at this stage

You'll love it on a road like this, even if the sun isn't out

Cabin withstands use well but isn't immune from abuse

WHAT WE SAID THEN

12 MAY 1999

"The engine is as revvy as its 9000rpm redline suggests. The S2000 turns in quickly and crisply and has one of the most adjustable chassis of any mass-produced car. You can immerse yourself in the delights of steering with the throttle in just about any attitude you can imagine. You can drive this sports car for hours at a stretch and the only parts of your anatomy likely to be aching are your facial muscles from the ear-to-ear grin."

that some thought the on-the-limit handling of the earlier cars too twitchy, and others weren't convinced by that electric steering, but punting an S2000 of any vintage down a winding road on a sunny day will still have you laughing out loud: it's a yaw-busting, jaw-aching hoot. Later models had updates designed to dispel those criticisms, with tweaks to the springing and damping rates in 2002 and 2004, and traction control became optional from 2006 onwards and standard from 2008. That 2008 update also adopted the spring and damper rates from the Japanese-market Type S models.

What isn't such a cause for laughter is that some time back, you could have picked one up for less than £5000, but you'll need roughly twice that now to buy a good one. Still, for a car that's a belly-laugh bout of fun and won't break the bank – and can now be seen as an investment, too – it all sounds like a reason for celebration to us.

HOW TO GET ONE IN YOUR GARAGE

An owner's view

SAM SNODDY, S2KUK OWNERS CLUB MEMBER

"I bought my first one in 2007, a GT model on an 04-plate. I love these cars and I've had three. It's all about driver input. The driving experience is analogue and primal. It really grabs you by the lapels. It's durable and bullet-proof, and also practical, with a large boot, and it handles driving trips and weekends away with ease. I help organise meetings for enthusiasts through the owners club. We meet up at least a couple of times a year."

Buyer beware...

■ **BODYWORK**

Solidly built with excellent all-round quality but check the body carefully because the panels are expensive to replace. Many examples have had relatively minor accident damage and some repairs are better than others.

■ **BRAKES**

They're excellent in use and stand up to wear well. However, there are reports on older, high-mileage cars of a sticking parking brake mechanism and, in some cases, binding calipers.

■ **CHASSIS**

Bushings can seize. Honda UK doesn't sell individual bushings, so seek out Mugen replacements to save cash. Check receipts for evidence of work done on the bushings. If there has been none, ensure that the steering wheel is straight and there is no uneven tyre wear. Check nuts, bolts and eccentric adjustors as these can seize with age.

■ **TRANSMISSION**

The six-speed manual has a lot of vibration through the lever because of its direct connection to the gearbox. However, the gearbox itself, the rear differential, driveshaft and clutch are all robust, although there are reports of clutches packing up after 50k-100k miles. The slave cylinder on older cars can go.

■ **INTERIOR AND HOOD**

Generally, the interior quality is good. The leather interior wears well, although high-mileage examples can get a worn driver's seat. Inspect the soft-top roof for signs of any splits and potential leaks. Cars up to 2001 had a plastic rear window, which can crack. A new roof is £300-£1000.

■ **ENGINE**

On the whole, incredibly reliable. The timing chain tensioner, or TCT, will produce a distinct rattle on start-up or between 2000rpm and 3000rpm when it's on its way out. If left for too long, a faulty TCT can cause the timing to slip out, with potentially disastrous consequences for the top end. These tensioners are much cheaper if bought online (around £300). Pre-facelift 2000-2003 S2000s can get through oil particularly quickly – as much as a litre for every 1000 miles. As well as regular top-ups, frequent oil changes are advisable – preferably every six months or 6000 miles, whichever comes first.

Also worth knowing

A minor refresh in 2002 introduced suspension mods, more trim options and a GT model that came with a hardtop as standard. A considerable upgrade arrived in 2004. Along with more aggressive bodystyling, LED rear lights and 17in wheels as standard, there were tweaks to the suspension and gearbox in a bid to reduce the car's twitchiness in the wet and on the limit. Two years later, Honda fitted stability control (Vehicle Stability Assist), a drive-by-wire throttle, new wheels and a few other upgrades inside the cabin.

How much to spend

£7000-£9999

Early and high-mileage cars, mostly with in excess of 100,000 miles, for sale privately.

£10,000-£19,999

Where you'll find the vast majority of S2000s. Generally, these will be with a lower mileage for the year and some from specialist dealers. Some very clean and straight cars here.

£20,000 AND ABOVE

Models in showroom condition with a complete history and low mileages, often being sold by a knowledgeable specialist dealer.

One we found

HONDA S2000, 2006, 83,000 MILES, £14,990

This immaculate 2006 version has had two previous owners and comes with a full service history, year's MOT and three-month warranty. It's in one of the most popular S2000 colours and is a straight, unmodified example, which is also a sought-after choice.

AS GOOD AS NEW

MERCEDES-BENZ CLA

Rise above the A-Class crowd with a fastback or a shooting brake, says **Jack Warrick**

To many, Mercedes-Benz offers the ideal blend of performance, comfort, style and efficiency. And the second-generation CLA, introduced in 2019, certainly lives up to that 'something for everyone' billing, offering fastback and shooting brake bodystyles and a wide variety of powertrains.

Opening proceedings is the CLA 180, which is propelled by a turbocharged 1.3-litre four-cylinder petrol engine making 134bhp and arguably the most attractive choice of the lot, for its yin and yang of power and efficiency.

The next-step-up CLA 200 boosts that unit's output to 161bhp and thus can do 0-62mph in just under 9.0sec.

The CLA 220 ups the ante with a 2.0-litre turbo petrol four-pot producing 187bhp, a top speed of 150mph and a 0-62mph time shaved down to 7.0sec.

And then there's the 221bhp CLA 250, which is expensive to run but offers hot hatch performance, hitting 62mph from rest in 6.4sec.

Not enough? Cast your eye towards AMG's fiery four-wheel-drive models.

The CLA 35 uses a 2.0-litre turbo engine with 306bhp and a seven-speed dual-clutch automatic transmission, while the CLA 45 S has 415bhp, a 0-62mph time of 4.0sec, an eight-speed gearbox and a significantly higher price tag.

At the opposite end of the scale, the CLA 220d will suit long-distance commuters. Its 187bhp 2.0-litre four-cylinder diesel engine can average up to 55mpg – significantly more than the petrols.

Drivers of a greener disposition can opt for the CLA 250e plug-in hybrid, which combines the 1.3-litre turbo petrol engine with an electric motor for 215bhp, 331lb ft and an electric-only range of up to 46 miles.

Mercifully, choosing a trim level is much simpler: AMG Line, AMG Line Premium or AMG Line Premium Plus.

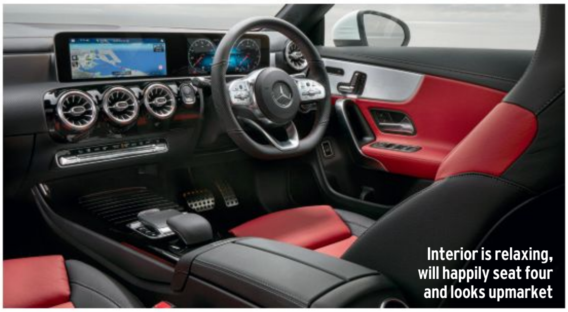
Even the cheapest is well kitted out, with cruise control, 18in alloy wheels, heated front seats, climate control, LED headlights, a 10.25in touchscreen infotainment system and a 7.0in digital instrument display.

AMG Line Premium gets you a

OUR TOP SPEC

AMG LINE PREMIUM

Mid-range trim offers an impressive array of technology, including ambient lighting, keyless entry and a larger digital dial display, making for a more premium environment.



Interior is relaxing, will happily seat four and looks upmarket

BUYER BEWARE

RECALLS

The CLA has been the subject of seven recalls since it was launched to remedy problems concerning, among other things, the air conditioning, gearbox and airbags.

ELECTRONICS

Owners have complained about some of the interior ambient lights not working once the car is moving. The culprit is a wiring fault that, in a month-long stint at a dealership for one driver, required all the wiring to be stripped out from behind the dashboard, inside the doors and under the seats.

INTERIOR

Some drivers have had their seatbelt mechanism replaced due to rattling emanating from behind the B-pillar. This becomes a safety issue if it distracts you while you're driving, so book your car into a dealership if you hear it.

NEED TO KNOW

- A used CLA will cost anywhere between £27,000 and £60,000. Expect to spend up to £33,000 for an entry-level petrol or diesel, rising to £38,000 for an AMG Line Premium plug-in hybrid.
- Head room is ample in the front, but rear passengers over six feet tall will struggle for head and leg room. What's more, each interior handle is so big that you can trap your knee between it and the front seatback while closing the door.
- At launch, a shooting brake would have cost you £1000 more than a fastback. There are far fewer of the former type on the used market, but there's no clear discernible price difference between the two.
- AMG Line Premium cars are equipped with augmented reality sat-nav, which displays directions atop a video feed sent through the CLA's front camera. It's a nifty, effective and accurate feature not seen on many other cars.

OUR PICK

CLA 180

Powerful enough to satisfy and relatively cheap to run, the CLA 180 offers the ideal blend for most. High-spec examples with lots of kit are available at a reasonable price.

WILD CARD

AMG CLA 45 S

The most hardcore variant of the CLA is blisteringly fast and exceptionally sporty, but be prepared to pay hefty sums when both purchasing and running it.

10in instrument display, 64-colour ambient lighting, keyless entry and a premium sound system.

AMG Line Premium Plus brings multibeam adaptive headlights, a panoramic sunroof, traffic-sign recognition and an even better stereo.

All of this adds up to a refined and stylish interior, and this is where the CLA really leads its Audi A3 Saloon and BMW 2 Series Gran Coupé rivals.

Sadly, the same can't be said of the engines: they're punchy and smooth in the mid-range but fairly coarse on start-up and harsh above 4000rpm.

Your default driving mode is likely to be Comfort, as Sport adds a bit too much weight to the steering but not enough feel. In fact, quite illogically, the CLA impresses a bit less than the cheaper A-Class in dynamic terms.

ONES WE FOUND

- 2019 CLA 180 AMG Line, 30,000 miles, £27,490
- 2020 CLA 200 AMG Line, 10,000 miles, £29,900
- 2020 CLA 220d AMG Line Premium, 8000 miles, £31,981
- 2020 CLA 250e AMG Line Premium, 5000 miles, £37,499
- 2020 CLA 45 S, 8000 miles, £59,990

TAKE IT LEAVE IT

Audi RS4 Avant £21,000

Few cars have had bigger shoes to fill than the RS4 Avant: those of the RS2 Avant, the hot estate with Porsche genes that cemented Audi's performance credentials.

The first RS4 hit the road in 1999, four years after production of the original RS road car ended. Like the regular A4, it was based on the Volkswagen Group's B5 platform, but its design was considerably different.

The RS2's wrap-around rear lights were ditched for a more traditional arrangement, while wider arches, bulkier bumpers and a rear spoiler came from the more restrained S4.

On paper, the RS4 certainly had what it took to improve on its predecessor. A twin-turbocharged 2.7-litre V6 (developed and built in the UK by Cosworth and mated to a six-speed manual gearbox) made a staggering 375bhp, propelling the 1620kg estate from 0-62mph in 4.9sec – quicker than Aston Martin's DB7 and not far behind the Chevrolet Corvette.

Top speed was pegged at 155mph, while Audi's Quattro four-wheel drive system returned to plant the RS4 on the road and give it effortless traction, supported by a Torsen differential for even torque distribution between the front and rear axles.

Inside, the RS4 was plush and practical. It was equipped as standard with cruise control, heated front seats, climate control, electric windows and a leather sports steering wheel.

Some used examples will have the optional 5.0in infotainment display and sat-nav, too.

The boot offered 390 litres of space or 1250 litres with the rear seats down – far less than in today's larger RS4 (505 litres) but still more than enough room for Fido and a few suitcases.

Although it offers point-and-shoot power and plenty of entertainment, the RS4 hasn't attained the hallowed status of the RS2. That's perhaps a good thing, though, because it means prices are nowhere near as high. In fact, you can pick up an RS4 for as little as £18,000. We would advise spending a bit more, mind you, in an effort to avoid any surprise maintenance bills.

We found a 2001 car with a full service history for £21,000, including a recently fitted clutch and new brake discs and pads.

Audi produced 6030 examples of the RS4 over two years and shipped around 500 of them to these shores. Future classic material? We think so.

JACK WARRICK

Nissan Qashqai £3390

The Nissan Qashqai has always been a very popular car, but examples built late into the first generation can be unreliable. The battery and electrical systems are the most affected areas, while issues with the exhaust, interior trim and brakes are also common. This one does come with a six-month warranty, but you could easily fall into extra costs after that.

Honda Civic Type R £5995

There's a lot to like about the second-generation Honda Civic Type R, not least its rowdy naturally aspirated 2.0-litre VTEC engine, which makes 197bhp and redlines at a stonking 8600rpm. This example is in excellent nick and has 92,000 miles on the clock – 18,000 fewer than the average. It also comes with a full service history, so you can be sure that engine is in tip-top condition.

Proton Savvy £1795

You might look at the Proton Savvy and see ideal first-car material, but it has vague steering, a dated interior, a sloppy manual gearbox and a harsh engine note even by 2005 standards. Savvy shoppers can find plenty of better-rounded used city cars out there for a similar price, such as the contemporary Hyundai i10 and Kia Picanto.

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, autocar.co.uk

ECONOMY EXPLAINED

Between the various figures produced on the old-style NEDC, transitional NEDC Correlated and new-style WLTP laboratory emissions and fuel economy tests, it has become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read WLTP combined fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated results of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment).

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an average, track and touring figure for each car we test, as often as possible on a brim-to-brim test basis.

While 'average' represents the overall economy returned by a new car over a full road test and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

☆☆☆☆☆	Inherently dangerous/unsafe. Tragically, irredeemably flawed.
½☆☆☆☆	Appalling. Massively significant failings.
★☆☆☆☆	Very poor. Fails to meet any accepted class boundaries.
★½☆☆☆	Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
★★☆☆☆	Off the pace. Below average in nearly all areas.
★★½☆☆	Acceptable. About average in key areas, but disappoints.
★★★☆☆	Competent. Above average in some areas, average in others. Outstanding in none.
★★★½☆	Good. Competitive in key areas.
★★★★☆	Very good. Very competitive in key areas, competitive in secondary respects.
★★★★½	Excellent. Near class-leading in key areas and in some ways outstanding.
★★★★★	Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £17,775–£29,225 ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	38.7-39.2	162-164
1.4 T-jet 165 Turismo	162	135	7.3	37.7-38.2	161-166
1.4 T-jet 180 Competizione	177	140	6.9	36.7	171
1.4 T-jet 180 Essesse	177	140	6.7	36.7	171

695 3dr hatch/2dr open £30,785 ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 T-jet 180 Rivale	177	140	6.7	36.2-36.7	171

ALFA ROMEO

Giulia 4dr saloon £36,595–£68,995 ★★★★½
Handsome and special dynamically but lacks finesse and comes as an auto only. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	176-184
2.0 Turbo Petrol 280	276	149	5.7	33.6	195
2.9 BiTurbo Quadrifoglio	503	191	3.9	28.5	230

Stelvio 5dr SUV £45,249–£74,949 ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	45.6	159
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	42.8	168
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.1	206-209
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	208
2.9 BiTurbo Quadrifoglio	503	197	3.8	24.6	261

ALPINA

B3/D3 4dr saloon/5dr touring £55,850–£68,225 ★★★★★
Buchloe's take on 3 Series makes a case for being all the car you could ever need. **LxWxH** 4620x1811x1430 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	462	186-188	3.8-3.9	25.9	247
3.0 D3S	355	168-170	4.6-4.8	37.2	199

B5/D5 4dr saloon/5dr touring £64,395–£97,570 ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	200-205	3.5-3.7	23.5	272
3.0 D5S	347	171	4.8	42.2	199

B7 4dr saloon £121,920 ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	599	205	4.2	24.4	264

B8 Gran Coupé 4dr saloon £138,330 ★★★★☆
Superbly rounded, but lacking some of the dynamism implied by its looks. **LxWxH** 5090x1930x1430 **Kerb weight** 2140kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	201	3.4	25.4	270

XD3 5dr SUV £68,410 ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 BiTurbo	330	158	4.9	31.4	173

XB7 5dr SUV £125,720 ★★★★☆
Huge power and impressive luxury credentials, but can't justify the hefty price jump. **LxWxH** 5151x2218x1797 **Kerb weight** 2655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8 BiTurbo	621	180	4.2	23.5	274

ALPINE

A110 2dr coupé £49,005–£61,665 ★★★★★
A much, much greater car and achievement than the sum of its parts suggests. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Turbo	248	155	4.5	39.2	162
1.8 Turbo S	288	162	4.4	38.7	163

ARIEL

Atom 0dr open £40,669 ★★★★½
Simple, purist concept remains but everything else has changed… for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 turbo	320	162	2.8	NA	NA

Nomad 0dr open £37,549 ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	NA	NA

ASTON MARTIN

Vantage 2dr coupé/2dr open £117,150–£144,300 ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	503	190-195	3.6-3.8	25.7	276
4.0 V8 F1 Edition	527	195	3.6	24.3	264

DB11 2dr coupé/2dr open £152,865–£168,300 ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	503	187	4.0	25.1	254
5.2 V12 AMR	630	208	3.7	21.1	303

DBS 2dr coupé/open £236,400–£254,800 ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V12	715	211	3.7	20.9	306

DBX 5dr SUV £160,300 ★★★★½
Doesn't try to be the biggest, fastest SUV, and may be all the more appealing for it. **LxWxH** 5039x1998x1680 **Kerb weight** 2245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	550	181	4.5	19.8	323

AUDI

A1 Sportback 5dr hatch £19,380–£32,470 ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.8	48.7-50.4	128-133
1.0 30 TFSI	114	126	9.5	46.3-51.4	124-139
1.5 35 TFSI	148	137	7.7	44.1-44.8	142-145
2.0 40 TFSI	197	146	6.5	40.4	158

A3 Sportback 5dr hatch £24,250–£59,650 ★★★★☆
Bolder design and improved dynamics make the A3 stand out more than ever. **LxWxH** 4343x1816x1425 **Kerb weight** 1220kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	127	10.6	48.7-51.4	125-132
1.5 35 TFSI	148	139	8.7	46.3-50.4	128-138
2.0 40 TFSI quattro	188	150	6.9	38.7-40.4	159-166
2.0 40 TFSIe	201	141	7.6	235.4	29
2.0 45 TFSIe	242	144	6.8	235.4	29
2,0 S3 quattro	308	155	4.8	34.4-34.9	183-186
2.0 RS3 quattro	398	155	3.8	31.0-31.4	205-207
2.0 30 TDI	113	128	10.1	61.4-64.2	115-122
2.0 35 TDI	148	142	8.3-8.5	56.5-62.8	112-130
2.0 40 TDI quattro	198	151	6.8	47.9-50.4	148-155

A3 Saloon 4dr saloon £26,215–£59,650 ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4495x1984x1425 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	108	130	10.6	50.4-51.4	124-128
1.5 35 TFSI	148	144	8.7	47.9-50.4	127-134
2.0 40 TFSI quattro	188	154	7.0	39.2-40.9	157-165
2.0 S3 quattro	308	155	4.8	35.3-36.2	178-181
2.0 RS3 quattro	394	155	3.8	31.4-31.7	202-205
2.0 30 TDI	116	130	10.1	62.8-64.2	114-119
2.0 35 TDI	148	142	8.5	58.9-67.3	111-127
2.0 40 TDI quattro	198	155	6.8	48.7-51.4	145-152

A4 4dr saloon £31,660–£58,435 ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	8.6	40.9-46.3	140-157
2.0 40 TFSI	187	155	7.3	40.9-44.8	143-187
2.0 45 TFSI quattro	242	155	5.6	34.9-35.3	181-184
3.0 30 TDI	132	133	9.5	50.4-55.4	133-146
2.0 35 TDI	148	136	8.9	50.4-55.4	133-146
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	137-148
3.0 S4 TDI	342	155	4.8	40.4-40.9	181-183

A4 Avant 5dr estate £33,060–£84,435 ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	136	8.9	39.8-44.8	143-162
2.0 40 TFSI	187	148	7.5	39.8-43.5	147-162
2.0 45 TFSI quattro	242	155	6.0	33.6-34.4	187-191
3.0 V6 TFSI RS4 Avant	448	155	4.1	28.1-28.2	220-226
2.0 30 TDI	132	131	9.8	49.6-54.3	137-150
2.0 35 TDI	148	132	9.2	49.6-54.3	137-150
2.0 40 TDI quattro	187	143-144	7.6-7.9	47.9-52.3	141-154
3.0 50 TDI Allroad quattro	282	155	5.3	38.2	194
3.0 S4 TDI quattro	342	155	4.9	39.2-39.8	186-189

A5 2dr coupé £39,010–£89,320 ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	41.5-45.6	141-154
2.0 40 TFSI	187	150	7.2	41.5-47.1	141-154
2.0 45 TFSI quattro	242	155	4.8	34.9-38.8	180-184
2.9 V6 TFSI RS5 quattro	448	174	3.9	29.1	220
2.0 35 TDI	163	162	8.2	51.4-55.4	133-144
2.0 40 TDI quattro	187	146	7.4	50.4-54.3	135-146
3.0 V6 S5 TDI quattro	339	155	4.6	39.2-40.4	184-188

A5 Sportback 5dr coupé £39,015–£89,320 ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	40.9-44.8	144-158
2.0 40 TFSI	187	150	7.5	40.9-44.8	143-158
2.0 45 TFSI quattro	242	155	5.8	34.4-35.3	183-187
2.9 V6 TFSI RS5 quattro	448	174	3.9	28.5-28.8	222-224
2.0 35 TDI	148	135	9.1	50.4-54.3	135-147
2.0 40 TDI quattro	187	146	7.6	49.6-54.3	137-149
3.0 S5 TDI quattro	345	155	4.9	39.8-40.4	183-187

A5 Cabriolet 2dr open £43,140–£64,755 ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 35 TFSI	150	136	9.8	38.7-40.4	160-165
2.0 40 TFSI	187	150	7.9	38.7-40.4	160-165
2.0 45 TFSI quattro	242	155	6.5	32.8-33.2	192-196
2.0 40 TDI quattro	187	145	8.0	47.1-48.7	152-157

A6 4dr saloon £39,950–£80,365 ★★★★☆
Supremely well constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	152	7.3	37.7-39.2	163-171
2.0 45 TFSI quattro	242	155	6.0	35.3-37.2	172-182
2.0 50 TFSIe quattro	299	155	6.2	217.3	31
3.0 55 TFSI quattro	335	155	5.1	32.8-34.9	184-196
2.0 40 TDI	201	152	8.1	47.9-51.4	145-155
2.0 40 TDI quattro	201	153	7.6	45.6-47.9	155-163
3.0 50 TDI quattro	282	155	5.5	38.7-40.4	183-191
3.0 S6 TDI quattro	344	155	5.0	36.2	203-205

A6 Avant 5dr estate £42,050–£115,680 ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 40 TFSI	201	149	7.5	36.2-38.2	168-178
2.0 45 TFSI quattro	242	155	6.2	34-36.2	177-189
2.0 50 TFSIe quattro	299	155	6.3	217.3	31
3.0 55 TFSI quattro	335	155	5.3	31.7-34.0	189-201
4.0 RS6 quattro	596	174	3.6	21.9-22.6	283-294
2.0 40 TDI	201	149	8.3	45.6-49.6	150-162
2.0 40 TDI quattro	201	150	7.8	44.1-46.3	159-167
3.0 50 TDI quattro	282	155	5.7	38.2-39.8	187-195
3.0 S6 TDI quattro	344	155	5.1	35.3	209

A7 Sportback 5dr coupé £48,870–£117,455 ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	35.3-36.2	177-183
2.0 50 TFSIe quattro	299	155	6.3	134.5-141.2	46-47
3.0 55 TFSI quattro	335	155	5.3	32.1-34.0	189-199
4.0 RS7 quattro	596	174	3.6	22.2-23.0	280-287
2.0 40 TDI	201	152	8.3	47.9-49.6	150-156
2.0 40 TDI quattro	201	155	7.0	45.6-47.1	158-163
2.0 45 TDI quattro	242	155	6.4	40.9-43.5	171-180
3.0 50 TDI quattro	282	155	5.6	38.2-39.8	186-193
3.0 S7 TDI quattro	344	155	5.1	35.3-35.8	205-208

A8 4dr saloon £73,785–£108,340 ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 55 TFSI quattro	335	155	5.6	28.2-29.4	217-228
3.0 55 TFSI quattro LWB	335	155	5.7	28.2-29.1	219-228
3.0 60 TFSIe quattro	449	155	4.9	100.9-113.0	57-64
3.0 50 TDI quattro	282	155	5.9	38.7-40.9	180-192
3.0 50 TDI quattro LWB	282	155	5.9	38.2-40.4	182-193

E-tron 5dr SUV £61,275–£102,875 ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 71kWh	308	118	6.8	190	0
55 quattro 95kWh	403	124	5.4	237	0
S quattro 95kWh	503	130	4.5	223	0

E-tron Sportback 5dr SUV £63,075–£104,675 ★★★★½
Quick and classy EV builds on the solid foundations of its more upright sibling. **LxWxH** 4901x1935x1616 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
50 quattro 71kWH	308	118	6.8	192	0
55 quattro 95kWh	403	124	5.7	242	0
S quattro 95kWh	503	130	4.5	224	0

E-tron GT 4dr saloon £81,915–£135,355 ★★★★½
Combines striking looks with a high-class interior and never feels short of pace. **LxWxH** 4989x2158x1396 **Kerb weight** 2276kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
quattro 93kWh	528	152	4.1	296	0
RS quattro 93kWh	646	155	3.3	283	0

Q2 5dr SUV £24,295–£46,825 ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-47.1	135-143
1.5 35 TFSI	148	131	8.5	42.2-44.8	142-151
2.0 40 TFSI quattro	187	141	6.5	34.0-34.9	184-187
2.0 SQ2 TFSI	298	155	4.8	32.8-33.2	192-195
2.0 30 TDI	114	125	9.9	58.9-60.1	124-129
2.0 35 TDI quattro	148	131	8.1	45.6-47.9	155-163

Q3 5dr SUV £30,565–£63,950 ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	128-131	9.2-9.6	38.7-42.2	153-166
2.0 40 TFSI quattro	187	136	7.4	31.0-32.5	197-207
2.0 45 TFSI quattro	243	147	5.8	31.0-31.7	201-205
2.0 45 TFSIe	242	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.8	222-230
2.0 35 TDI	148	128	9.2	47.9-49.6	150-154
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7-40.4	84-195

Q3 Sportback 5dr SUV £33,365–£62,800 ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 35 TFSI	148	126	9.6	39.2-41.5	154-163
2.0 40 TFSI quattro	188	136	7.4	30.7-32.1	199-208
2.0 45 TFSI quattro	243	146	5.8	32.5-32.8	195-197
2.0 45 TFSIe	242	130	7.3	141.2	44-45
2.5 RS Q3 quattro	396	155	4.5	27.7-28.5	223-231
2.0 35 TDI	148	126	9.3	48.7-51.4	14552
2.0 35 TDI quattro	148	126	9.3	40.4-44.8	166-183
2.0 40 TDI quattro	188	134	8.3	38.2-39.8	185-195

Q4 E-tron 5dr SUV £40,750–£65,070 ★★★½☆
Practical, pleasant and efficient – if not quite a superior premium product. **LxWxH** 4588x2108x1632 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125k	168	99	9.0	201	0
40 150kW	201	99	8.5	307	0
50 quattro 220kW	296	111	6.2	298	0

Q4 E-tron Sportback 5dr SUV £42,250–£66,570 ★★★½☆
Fastback variant of Audi's mainstream electric SUV is agile and terrifically refined. **LxWxH** 4588x2108x1614 **Kerb weight** 1895kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35 125kW	168	99	9.0	211	0
40 150kW	201	99	8.5	318	0
50 quattro 220kW	296	111	6.2	302	0

Q5 5dr SUV £44,710–£73,335 ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	242	147	6.4	31.0-33.6	191-206
2.0 50 TFSIe quattro	249	148	6.1	128.4	49
2.0 55 TFSIe quattro	363	148	5.3	108.6	56
2.0 40 TDI quattro	187	136	8.1	41.5-44.8	165-179
3.0 SQ5 TDI quattro	344	155	5.1	32.8-34.4	216-224

Q5 Sportback 5dr SUV £47,160–£75,785 ★★★½☆
Reduced accommodation and practicality, but still a refined and solid steer. **LxWxH** 4689x1893x1660 **Kerb weight** 2010-2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 45 TFSI quattro	263	149	6.1	31.7-33.6	192-202
2.0 50 TFSIe quattro	297	148	6.1	176.6-188.3	36-38
2.0 55 TFSIe quattro	364	148	5.3	156.9-166.2	41-42
2.0 40 TDI quattro	201	137	7.6	42.2-44.8	166-176
3.0 SQ5 TDI quattro	336	155	5.1	33.2-34.4	216-222

Q7 **5dr SUV** **£58,770–£98,745** ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 55 TFSI quattro	338	155	5.9	25.4-27.4	233-253
3.0 V6 55 TFSIe quattro	376	149	5.9	108.6-113	56-58
3.0 V6 60 TFSIe quattro	462	149	5.4	97.4-100.9	65-66
4.0 SQ7 quattro	435	155	4.1	29.4-30.1	245-251
3.0 V6 45 TDI quattro	228	142	7.3	32.1-34.0	217-230
3.0 V6 50 TDI quattro	282	152	6.3	32.1-34.0	217-230

Q8 **5dr SUV** **£68,115–£124,685** ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 55 TFSI quattro	335	155	5.9	25.9-26.4	243-248
3.0 V6 55 TFSIe quattro	381	149	5.8	94.2	67-68
3.0 V6 60 TFSIe quattro	462	149	5.4	94.2-97.4	66-68
4.0 SQ8 quattro	503	155	4.1	31.0-31.7	234-239
4.0 V8 RS Q8 quattro	592	155	3.8	20.2-20.5	314-318
3.0 V6 50 TDI quattro	282	152	6.3	32.8-33.2	222-226

TT **2dr coupé** **£33,730–£67,115** ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 40 TFSI	194	155	6.6	40.4-41.5	154-158
2.0 45 TFSI	242	155	5.8-5.9	38.7-39.2	162-167
2.0 45 TFSI quattro	242	155	5.2	34.9-35.8	180-184
2.0 50 TFSI quattro TTS	302	155	4.5	34.9-35.3	180-183
2.5 TT RS quattro	395	155	3.7	30.7	208-210

TT Roadster **2dr open** **£35,480–£68,865** ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 40 TFSI	194	155	6.9	39.2-40.4	159-163
2.0 45 TFSI	242	155	6.0-6.1	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	5.5	33.6-34.4	185-190
2.0 50 TFSI quattro TTS	302	155	4.8	34.0-34.4	185-188
2.5 TT RS quattro	395	155	3.9	29.7-30.1	214-215

R8 **2dr coupé** **£120,185–£159,890** ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 RWD	538	201	3.7	22.2	288
5.2 V10 quattro	567	201	3.4	21.9	294
5.2 V10 Performance q'tro	610	205	3.1	21.7	295-296

R8 Spyder **2dr open** **£128,875–£168,580** ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
5.2 V10 RWD	538	200	3.8	20.9	307
5.2 V10 quattro	567	200	3.5	20.5	313
5.2 V10 Performance q'tro	610	204	3.2	20.3	315

BAC

Mono **0dr open** **£165,125** ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 VVT	305	170	2.8	NA	NA

BENTLEY

Continental GT **2dr coupé** **£160,500–£212,200** ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	542	198	3.9	23.9	268
6.0 W12 Speed	626	207	3.6	20.8	308

Continental GTC **2dr open** **£185,100–£233,200** ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	542	198	4.0	23.3	275
6.0 W12 Speed	626	207	3.7	20.2	336

Flying Spur **4dr saloon** **£162,500–£215,500** ★★★★½
New from the ground up, with the looks and technology of a class winner. **LxWxH** 5316x1879x1483 **Kerb weight** 2437kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
4.0 V8	548	198	4.1	22.2	288
6.0 W12	632	207	3.8	19.1	337

Bentayga **5dr SUV** **£155,660–£183,735** ★★★★½
Crewe's first attempt at an SUV remains ahead of most luxury rivals. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6 Hybrid	448	158	5.5	83.1	82
4.0 V8	542	171	4.5	21.7	302

BMW

1 Series **5dr hatch** **£25,915–£37,700** ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
118i	138	132	8.5	46.3-47.1	130-134
128ti	261	155	6.1	40.9	157
M135i xDrive	302	155	4.8	36.2	177
116d	114	TBC	10.1-10.3	60.1-62.8	119-123
118d	148	134	8.4-8.5	58.9-60.1	123-127
120d	187	144	7.3	55.4-57.6	129-133
120d xDrive	187	TBC	7.0	52.3-53.3	139-142

2 Series **2dr coupé** **£34,980–£45,795** ★★★★½
Takes everything positive about its predecessor and refines it further. **LxWxH** 4537x2068x1390 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
220i	184	147	7.5	44.1	145
M240i xDrive	374	155	4.3	34.4	186
220d	188	147	6.9	60.1	122

2 Series Gran Coupé **4dr saloon** **£27,335–£38,540** ★★★☆☆
Blends 1 Series platform with rakish looks, but lacks the coupé's driver appeal. **LxWxH** 4526x1800x1420 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
218i	138	134	8.7	46.3-47.1	136-138
220i	178	148	7.1	46.3-47.1	136-139
M235i xDrive	302	155	4.9	37.2	172
218d	148	138	8.6	58.9-60.1	123-125
220d	188	148	7.5	56.5-57.6	129-131

2 Series Active Tourer **5dr hatch** **£27,045–£38,775** ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
218i	134	127	9.3	44.1-44.8	143-145
220i	181	142	7.4	42.2	151-153
225xe	248	125	6.7	88.3-100.9	44
216d	114	121	11.1	58.9	125-126
218d	148	129	9.0-9.1	56.5	130-132
220d	187	141	7.6	54.3	136-137
220d xDrive	187	138	7.5	51.4	144-145

2 Series Gran Tourer **5dr MPV** **£28,960–£39,155** ★★★½☆
Brings a proper premium MPV to the table. Third-row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
218i	134	127	9.5-9.8	42.2-42.8	150-152
220i	181	137	7.8	40.4-40.9	157-158
216d	114	119	11.8	55.4-56.5	132-133
218d	148	127	9.6	53.3-54.3	137-138
220d	187	138	8.2	51.4-52.3	143-144
220d xDrive	187	135	8.0	49.6	150

3 Series **4dr saloon** **£32,595–£77,015** ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
318i	152	138	8.4	44.1	145-146
320i	181	146	7.1	44.1	144-146
320i xDrive	181	142	7.6	41.5-42.2	153-154
330i	254	155	5.8	40.9-42.8	150-156
330e	288	143	5.9	188.3-201.8	37-38
330e xDrive	288	143	5.9	TBC	TBC
M340i xDrive	369	155	4.4	34.9	185
M3 Competition	503	155	3.9	28.8	223
M3 xDrive Competition	503	155	3.5	28.2	228
318d	148	132	8.3-8.4	52.6-62.8	117-129
320d	187	146	6.8-7.1	56.5-60.1	124-131
320d xDrive	187	144	6.9	54.3-56.5	130-136
330d	263	155	5.5	47.1-49.6	150-156
330d xDrive	263	155	5.1	47.1	157-158
M340d xDrive	338	155	4.6	46.3	160

3 Series Touring **5dr estate** **£34,430–£52,400** ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
318i	152	137	8.7	42.2	152-153
320i	181	143	7.5	42.2	152-153
330i	254	155	5.9	39.2-40.9	156-163
330e	292	143	5.9	176.6-201.8	32-37
330e xDrive	292	140	5.9	156.9-176.6	37-42
M340i xDrive	371	155	4.5	33.6	191
318d	148	133	8.8	57.6-58.9	126-127
320d	188	142	7.1-7.9	54.3-57.6	115-121
320d xDrive	188	142	7.4	51.4-54.3	136-143
330d	263	140	5.6	45.6-47.1	158-163
330d xDrive	261	155	5.4	43.5-44.8	166-171
M340d xDrive	340	155	4.8	44.8	165

4 Series **2dr coupé** **£40,800–£78,315** ★★★★☆
A rounded, engaging and potent coupé let down only by its looks. **LxWxH** 4768x2081x1390 **Kerb weight** 1590kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	149	7.5	42.2-44.1	146-151
430i	254	155	5.8	40.4-42.2	153-159
M440i xDrive	369	155	4.5	36.7	175
M4 Competition	503	155	3.9	28.8	228
M4 xDrive Competiton	503	155	3.5	28.2	227
420d	187	143	7.1	58.9-61.4	121-126
420d xDrive	187	148	7.4	55.4-57.6	129-135

4 Series Convertible **2dr open** **£45,785–£54,005** ★★★★☆
Fabric-roofed grand tourer has just as much talent as its coupé sibling. **LxWxH** 4768x2081x1384 **Kerb weight** 1715kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	147	8.2	40.4-41.5	154-159
430i	242	155	6.2	38.7-40.4	160-165
M440i xDrive	371	155	4.9	35.3	182
M4 xDrive Competition	503	155	3.7	27.7	231
420d	188	147	7.6	55.4-57.6	129-134
430d	282	155	5.8	50.4-52.3	141-146

4 Series Gran Coupé **4dr coupé** **£40,800–£54,670** ★★★★☆
The same impressive package we love from the 3 Series, with added style. **LxWxH** 4783x2073x1442 **Kerb weight** 1825kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
420i	181	146	7.9	41.5	154
430i	242	155	6.2	39.8	160-161
M440i xDrive	371	155	4.7	35.3	182
420d	188	146	7.3	56.5	130
420d xDrive	188	145	7.6	53.3	138

5 Series **4dr saloon** **£39,275–£102,385** ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	146	7.8	44.8-45.6	142-145
530e	288	146	5.9	117.7-128.4	32-43
530e xDrive	288	146	5.9	134-166	38-48
545e xDrive	394	155	3.8	128-134	49-51
M550i xDrive	528	155	3.8	25.9	247
M5 Competition	616	155	3.3	25.4	252
520d	187	147	7.5	57.6-58.9	126-129
520d xDrive	187	144	7.6	54.3-55.4	132-135
530d xDrive	261	155	5.4	51.4-52.3	143-145

5 Series Touring **5dr estate** **£41,860–£57,915** ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
520i	181	139	8.2	40.4-42.2	152-160
530e	292	140	6.1	156.9-176.6	35-40
530e xDrive	292	140	6.1	134.5-156.9	42-47
540i xDrive	335	155	5.1	34.9-35.8	179-185
520d	187	147	7.8	52.3-55.4	134-142
520d xDrive	187	144	7.9	49.6-52.3	140-148
530d xDrive	261	155	5.6	46.3-47.9	160

7 Series **4dr saloon** **£71,730–£91,585** ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
740i	338	155	5.5	34-35.8	180-190
750i xDrive	527	155	4.0	26.4	243-245
745e	283	155	5.1-5.2	104.6-141.2	46
730d	261	155	6.1	49.6-51.4	144-148
730d xDrive	261	155	5.8	47.1-47.9	155-158
740d xDrive	315	155	5.2	46.3-47.1	158-159

8 Series **2dr coupé/2dr open** **£74,665–£133,450** ★★★★☆
Has dynamism to spare but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.0	33.2-33.6	193-194
M850i xDrive	523	155	3.7	24.8-25.2	255-260
M8 Competition	623	155	3.2-3.3	25.2-25.4	252-254
840d xDrive	316	155	4.9	40.4	183-184

8 Series Gran Coupé **4dr saloon** **£72,615–£123,950** ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
840i	335	155	5.2	33.2	194
M850i xDrive	523	155	3.9	24.6	260
M8 Competition	623	155	3.2	25.4	254
840d xDrive	316	155	5.1	39.8	187

X1 **5dr SUV** **£29,935–£40,855** ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive18i	138	127	9.7	42.8	149-150
sDrive20i	189	138	7.4	40.9	156-157
xDrive20i	189	TBC	7.7	38.2-38.7	166-167
xDrive25e	218	120	6.9	134.5-148.7	50-51
sDrive18d	148	126	9.3-9.4	55.4	133-134
xDrive18d	148	126	9.3-9.4	50.4-51.4	145-146
xDrive20d	187	136	7.8	49.6	148-149

X2 **5dr SUV** **£30,915–£46,800** ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive18i	138	127	9.6	42.8-43.5	148-150
sDrive20i	189	141	7.7	40.9-41.5	154-156
xDrive20i	189	TBC	7.6	38.7-39.2	164-166
xDrive25e	220	121	6.8	156.9	40-41
M35i	302	155	4.9	34.4	187
sDrive18d	148	129	9.3-9.8	55.4	132-134
xDrive18d	148	128	9.2	50.4-51.4	144-146
xDrive20d	185	137	7.7	49.6-50.4	147-149

X3 **5dr SUV** **£43,470–£84,765** ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive20i	181	134	8.3	35.3-35.8	179-181
xDrive30e	288	130	6.1	134.5	51-54
xDrive M40i	355	155	4.8	31.4	204
X3M Competition	503	155	4.1	24.8	261
xDrive20d	187	132	8.0	47.1-47.9	154-156
xDrive30d	261	149	5.8	45.6	161-163
xDrive M40d	321	155	4.9	43.5	171

X4 **5dr SUV** **£49,010–£86,525** ★★★½☆
Downsized X6 is respectable enough if not lovable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive M40i	336	155	4.9	31.7	203
X4M Competiton	503	155	4.1	24.8	259
xDrive20d	187	131	8.0	47.1-47.9	161-165
xDrive30d	254	145	5.8	45.6-46.3	159-163
xDrive M40d	322	155	4.9	43.5	169

X5 **5dr SUV** **£62,210–£136,470** ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	335	155	5.5	27.7-28.2	227-231
xDrive45e	282	155	5.6	188.3-235.4	31
xDrive M50i	523	155	4.3	27.3	276
X5M Competition	623	155	3.8	22.1	304
xDrive30d	261	130	6.8	41.5-42.2	175-179
xDrive40d	340	152	5.5	38.7-39.2	192-196

X6 **5dr SUV** **£63,950–£139,170** ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	5.5	28.0-28.5	225-230
xDrive M50i	523	155	4.3	23.5	272
X6 M Competition	623	155	3.8	22.4	287
xDrive30d	254	143	6.7	42.2-42.8	172-176
xDrive40d	340	154	5.5	38.7-39.8	187-191

X7 **5dr SUV** **£78,920–£103,815** ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive40i	338	155	6.1	28.7	249-250
xDrive M50i	523	155	4.7	22.1	283-291
xDrive40d	340	152	6.1	36.2	203-204

i3 **5dr hatch** **£33,805–£34,805** ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
120Ah	167	93	7.3	181	0
120Ah S	180	99	6.9	175	0

iX3 **5dr SUV** **£58,850–£62,730** ★★★★☆
All-electric SUV is brisk, agile, versatile and competitive with its closest rivals. **LxWxH** 4584x1852x1640 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
80kWh	282	112	6.8	286	0

iX **5dr SUV** **£69,905–£94,905** ★★★★☆
Comfort conscious yet strong and athletic. A bold new flagship for BMW's EV family. **LxWxH** 4953x2230x1696 **Kerb weight** 2510kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
xDrive 40	326	124	6.1	256	0
xDrive 50	523	124	4.6	375	0

Z4 **2dr coupé** **£38,760–£51,295** ★★★★☆
Better to drive than ever but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
sDrive20i	195	155	6.6	39.8-40.4	160-161
sDrive30i	255	155	5.4	39.8	161-162
sDrive M40i	338	155	4.6	35.8	181

CATERHAM

Seven **2dr open** **£22,990–£53,885** ★★★★½
The 360 is the sweet spot, giving the Seven just the right hit of performance. **LxWxH** 3100x1575x1090 **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
660cc Suzuki 170	84	105	6.9	58.4	109
2.0 Duratec 360	180	130	4.8	NA	NA
2.0 Duratec 420	210	136	3.8	NA	NA
2.0 Supercharged 620S	310	145	3.4	NA	NA
2.0 Supercharged 620R	310	155	2.8	NA	NA

CHEVROLET

Corvette **2dr coupé/2dr open** **£84,000–£89,410** ★★★★☆
Mid-engined chassis brings handling smarts the 'Vette has never known the likes of. **LxWxH** 4634x1935x1235 **Kerb weight** 1655kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.2 V8	475	185	3.5	23.3	277

CITROEN

C1 **3dr hatch/5dr hatch** **£12,945–£13,435** ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 VTI 72	71	99	12.6	58.9	109-110

C3 **5dr hatchback** **£14,180–£20,775** ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 82	79	107	12.8	51.3	130-131
1.2 PureTech 110	107	117	9.3	52.3	129-131
1.5 BlueHDi 100	96	115	10.6	67.0	117-118

C3 Aircross **5dr hatchback** **£17,320–£23,080** ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 110	107	115	11.3	51.5	141-143
1.2 PureTech 130	127	124	10.4	47.3	150
1.5 BlueHDi 100	96	109	12.8	62.7	126-128

C4 **5dr hatchback** **£21,260–£34,995** ★★★☆☆
Interesting to look at but soft and unrewarding to drive. Electric ë-C4 is better. **LxWxH** 4355x1800x1525 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech	99	114	11.3	54.8	116
1.2 PureTech 130	128	130	8.9-9.4	50.2-54.7	117-127
1.2 PureTech 155	153	129	8.5	48.8	131
1.5 BlueHDi	108	120	10.9	68.7-69.1	114-115
1.5 BlueHDi 130	129	128	9.5	64.5-64.9	114-115
ë-C4 50kWh	134	93	9.7	227	0

Grand C4 Spacetourer **5dr MPV** **£26,530–£32,525** ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	125-128	10.8	46.9	143-145
1.5 BlueHDi 130	126	130	11.3	60.1	136-137

C5 Aircross **5dr SUV** **£24,630–£35,700** ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 130	128	117	10.5	44.2	149-151
1.6 PureTech 225 PHEV	223	140	TBC	184.0	50
1.5 BlueHDI 130	129	117	10.4	57.3	138-139

Berlingo **5dr MPV** **£21,875–£28,880** ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 PureTech 110	108	109	11.5-12.1	42.0-43.5	154-160
1.2 PureTech 130	128	124	12.3	43.7	152-156
1.5 BlueHDI 100	101	109	12.3	55.6	141-148
1.5 BlueHDI 130	128	116	10.3	54.2	144-149
ë-Berlingo 50kWh	136	84	11.7	174	0

CUPRA

Leon **5dr hatch** **£32,005–£37,235** ★★★½☆
PHEV makes for a confused take on the hot hatch. ICE versions are more enjoyable. **LxWxH** 4398x1799x1467 **Kerb weight** 1596kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 eHybrid	241	140	6.7	217.3	30-32
2.0 TSI	242	155	6.4	39.2	162-163
2.0 TSI 300	298	155	5.7	37.2	171-172

Leon Estate **5dr hatch** **£36,300–£41,060** ★★★★☆
More practical version of the most potent Leon blows as hot and cold as the hatch. **LxWxH** 4657x1799x1463 **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 eHybrid	241	140	7	201.8	31-34
2.0 TSI 310	306	155	4.9	32.8-34.4	186

Ateca **5dr hatch** **£39,525–£44,795** ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0 TSI 300	296	153	5.2	32.5	197

Formentor **5dr SUV** **£28,270–£43,550** ★★★★☆
Bespoke SUV delivers a well-rounded, sure-footed and rewarding drive. **LxWxH** 4450x1839x1511 **Kerb weight** 1569kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	127	8.9	43.5-44.8	143-148
2.0 TSI 190	188	137	7.1	36.2-37.7	171-176
1.4 eHybrid 204	201	127	7.8	201.8-235	33-37
1.4 eHybrid 245	242	130	7.0	176.6-188	33-35
2.0 TSI 310	310	155	4.9	32.8-33.2	193-194

DACIA

Sandero **5dr hatch** **£9845–£11,995** ★★★★☆
Still as cheap, remarkably likeable and usable as most recent superminis. **LxWxH** 4088x1848x1499 **Kerb weight** 1130kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 SCe 75	67	98	16.7	53.3	120
1.0 TCe	90	111	11.7	53.3	120
1.0 TCe Bi-Fuel	99	114	11.6	52.3	123

Sandero Stepway **5dr hatch** **£11,895–£14,295** ★★★½☆
A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4099x1848x1535 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe	88	107	12	50.4	127
1.0 TCe 100 Bi-Fuel	99	109	11.9	48.7	130-131

Duster 5dr SUV £13,995–£20,845 ★★★★☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4341x2052x1633 **Kerb weight** 1189kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TCe 90	89	103	13.5	46.3	139
1.3 TCe 130	128	120	10.6	45.6	141
1.3 TCe 150	148	125	9.7	44.8	143
1.0 TCe 100 Bi-Fuel	99	106	14.4	TBC	146
1.5 dCi 115	113	113	10.3	57.7	128
1.5 dCi 115 4x4	113	108	12.1	51.4	143

DS

3 Crossback 5dr SUV £22,960–£38,600 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	80.4	127
1.2 PureTech 130	128	124	9.2	47.1	141
1.2 PureTech 155	153	129	8.2	46.6-52.0	127-143
1.5 BlueHDI 100	98	112	11.4	62.7	123
50kWh E-Tense	132	93	8.7	191-206	0

4 5dr hatch £25,350–£43,695 ★★★★☆
Lavish, high-riding hatchback gets serious about chasing premium German rivals. **LxWxH** 4400x2061x1470 **Kerb weight** 1352kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	128	130	9.3	41.4-48.6	132
1.6 PureTech 180	177	143	8.0	43.9	145
1.6 PureTech 225	223	146	7.9	43.7	146
1.6 E-Tense 225	223	145	7.7	176-232	27-35
1.5 BlueHDI 130	128	129	10.9	51.4-61.2	121-144

7 Crossback 5dr SUV £32,370–£46,550 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-46.0	143-152
1.6 PureTech 180	178	137	8.3	42.2	152
1.6 E-Tense 225	223	140	8.9	157-176	36-41
1.6 E-Tense 4x4 300	295	149	5.9	176.6-201.8	32-40
1.5 BlueHDi 130	TBC	121	11.7	54.1-55.3	143

9 5dr saloon £40,605–£57,200 ★★★★☆
New flagship is a refreshing alternative to the usual German executives. **LxWxH** 4934x2079x1460 **Kerb weight** 1540kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 PureTech 225	223	146	8.1	40.9	155
1.6 E-Tense 225	223	149	8.3	176-256	33-35
1.6 E-Tense 4x4	356	155	5.6	176-256	41-43

FERRARI

Portofino 2dr open £166,295 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

Roma 2dr coupé £175,000 ★★★★½
Gorgeous coupé is a proper grand tourer with a focus on usability. **LxWxH** 4656x1974x1301 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.9T V8	612	199	3.4	14.7-28.0	230-436

F8 Tributo 2dr coupé/open £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.9T V8 Tributo	710	211	2.9	21.9	292

812 Superfast 2dr coupé/open £263,098–£446,970 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320
6.5 V12 Competizione	819	211	2.9	13.9	385

SF90 Stradale 2dr coupé/open £379,000–£425,000 ★★★★★
Plug-in hybrid doesn't do things conventionally. A 986bhp technical masterpiece. **LxWxH** 4710x1972x1186 **Kerb weight** 1570kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0T V8	986	211	2.5	46.3	154

FIAT

500 3dr hatch/2dr open £13,405–£33,495 ★★★½☆
Super-desirable, cute city car. Pleasant, if not involving to drive – and better as an EV. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Mild Hybrid	69	104	13.8	53.3	119-121
Electric 24kWh	95	84	9.5	118	0
Electric 42kWh	118	93	9.0	199	0

500L 5dr MPV £18,525–£21,825 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 95hp	93	103-111	13.4	38.7-39.8	166-170

500X 5dr hatch £19,865–£24,065 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** 1295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 120hp	118	117	10.9	42.2-45.6	142-153

Panda 5dr hatch £13,130–£18,530 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	166-168
1.0 Mild Hybrid	69	96	14.7	50.4-52.3	126-132

Tipo 5dr hatch £17,695–£21,695 ★★★½☆
A '90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 100hp	98	119	11.8	51.4	125
1.0 Cross	98	114	12.2	49.6	130

Tipo Station Wagon 5dr estate £19,675–£21,675 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 100hp	98	119	11.8	50.4	126-128

FORD

Fiesta 3dr/5dr hatch £16,645–£24,980 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.1 75	73	103	14.5	53.3	121
1.0 Ecoboost 100	98	112	10.8	53.3	120
1.0 Ecoboost MHEV 125	123	126	9.4	56.5	96-121
1.0 Ecoboost MHEV 155	153	136	8.9	55.4	104-123
1.5T Ecoboost 200 ST	197	144	6.5	42.8	149

Focus 5dr hatch £22,615–£35,785 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Ecoboost MHEV 125	123	124	10.0-10.3	55.4	116
1.0 Ecoboost MHEV 155	152	129-131	9.2-9.5	55.4	116
2.3T Ecoboost 280 ST	276	155	5.7	34.3	187
1.5 EcoBlue 120	118	117-122	10.0-10.8	62.8	119-127
2.0 EcoBlue 150	148	127-130	8.5-9.1	60.1	125
2.0 EcoBlue 190 ST	188	137	7.6	50.4	148

Focus Estate 5dr estate £23,845–£34,685 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 Ecoboost MHEV 125	123	120-123	10.3-10.6	55.4	98-116
1.0 Ecoboost MHEV 155	152	127-130	9.4-9.7	55.4	116
2.3T Ecoboost 280 ST	276	155	5.8-6.0	35.3	183
1.5 EcoBlue 120	118	118-120	10.3-11.1	62.8	119
1.5 EcoBlue 150	148	127-129	8.7-9.3	60.1	125
2.0 EcoBlue 190 ST	188	137	7.7	50.4	148

Mondeo 5dr hatch/4dr saloon £25,570–£35,735 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 TiVCT hybrid 187	184	116	9.2	50.4	134-142
2.0 TDCi EcoBlue 150	148	131-133	10.7-10.9	52.3-56.5	136-146
2.0 TDCi EcoBlue 190	188	138	8.9	51.4	145-148
2.0 TDCi EcoBlue 190 AWD	188	137	9.1	47.9-48.7	155-158

S-Max 5dr MPV £33,335–£43,010 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	9.8	44.1	147
2.0 TDCi EcoBlue 150	148	123	10.3	47.1	159-160
2.0 TDCi EcoBlue 190	188	129	9.5	43.5	170-171
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	40.9	181

Galaxy 5dr MPV £33,735–£39,610 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 FHEV 190	188	115	10.0	43.5	148
2.0 TDCi EcoBlue 150	148	122-123	10.9	46.3	160
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	43.5	171
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	40.4	184

Ecosport 5dr SUV £20,250–£22,300 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0T Ecoboost 125	123	111	11.0-11.6	47.1	135
1.0T Ecoboost 140	138	115	10.2	47.1	136

Puma 5dr SUV £20,745–£29,710 ★★★★☆
Compact crossover finally has a class leader capable of appealing to petrolheads. **LxWxH** 4186x1805x1554 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0T Ecoboost MHEV 125	123	119	9.8	50.4	127
1.0T Ecoboost MHEV 155	153	124	8.9	50.4	127
1.5 Ecoboost ST	198	137	6.7	41.5	155

Kuga 5dr SUV £26,795–£39,305 ★★★★☆
All-new version of popular SUV mixes dynamism with practicality and refinement. **LxWxH** 4614x1883x1678 **Kerb weight** 1698kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5T Ecoboost 150	148	121	9.7	41.5-42.8	151
2.5 FHEV	198	122	9.1	51.4	125
2.5 PHEV	223	125	9.2	201.8	32
1.5T EcoBlue 120	118	112	11.7	55.4	134
2.0T EcoBlue 150 MHEV	148	121	9.6	56.5	132
2.0T EcoBlue 190 AWD	188	129	8.7	47.9	159

Mustang Mach-E 4dr crossover £41,330–£67,225 ★★★★☆
Likeable, practical high-rise EV has only a badge in common with its coupé namesake. **LxWxH** 4712x1881x1597 **Kerb weight** 1993kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
68kWh Standard RWD	265	111	6.1	273	0
68kWh Standard AWD	265	111	5.6	248	0
88kWh Extended RWD	290	111	6.2	379	0
88kWh Extended AWD	346	111	5.1	335	0
88kWh GT AWD	487	124	4.4	310	0

Mustang 2dr coupé/open £44,255–£55,255 ★★★★☆
American muscle built for the UK, in coupé and convertible forms. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8	444	155	4.8	23.5-23.9	268-274
5.0 V8 Mach-1	453	163	4.6	22.8	260

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £24,369–£47,889 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	30.7	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GENESIS

G70 4dr saloon £33,400–£40,480 ★★★½☆
Likeable left-field choice has style but struggles to threaten the establishment. **LxWxH** 4685x1850x1400 **Kerb weight** 1675kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 197	197	139	9.1	35.4	181
2.0T 245	245	149	6.1	35.4	181
2.2D 200	200	143	7.4	44.5	166

G70 Shooting Brake 5dr estate £33,850–£42,550 ★★★★☆
Best-looking Genesis yet is also the best to drive, despite slightly flat four-pot engines. **LxWxH** 4685x1850x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0T 197	197	135	9.3	32.5-34.0	193-204
2.0T 245	245	146	6.4	32.5-34.0	193-204

GV70 5dr SUV £39,450–£44,370 ★★★★☆
Wilfully different from the posh SUV competition and none the worse for it. **LxWxH** 4715x1910x1630 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	149	6.1	29.7	216
2.2D	207	133	7.9	40.0	185

G80 4dr saloon £37,460–£47,950 ★★★★☆
A luxury car for those who've had their fill of the typical premium options. **LxWxH** 4995x1925x1465 **Kerb weight** 1930kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	155	6.0	31.0	205
2.2D	207	147	8.0	44.8	164

GV80 5dr SUV £56,715–£62,415 ★★★½☆
Rich, spacious and comfortable but not a world-class luxury car just yet. **LxWxH** 4945x1975x1715 **Kerb weight** 2145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5T	301	147	7.7	26.2	240
3.0D	278	143	7.5	33.2	220

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Zetec	135	125	TBC	NA	NA

HONDA

E 5dr hatch £30,715–£33,215 ★★★½☆
Eminently likeable, with good dynamics but a limited range and ambitious price. **LxWxH** 3894x1752x1512 **Kerb weight** 1520kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
36kWh	136	90	9.0	137	0
36kWh Advance	154	90	8.3	136	0

Jazz 5dr hatch £19,445–£23,715 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 4044x1694x1526 **Kerb weight** 1300kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 i-MMD	109	108	9.4-9.9	62.8	102-110

Civic 5dr hatch £21,990–£40,090 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 VTEC Turbo 126	124	125-126	10.2-11.2	47.9	124-141
1.5 VTEC Turbo 182	179	125-136	8.2-8.5	46.3	137
2.0 VTEC Turbo Type R	315	169	5.8	33.2	191-193

HR-V 5dr SUV £26,960–£31,660 ★★★½☆
Fine ergonomics and big on superficial charm, but ultimately leaves us cold. **LxWxH** 4340x1790x1582 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 eHEV	131	106	10.7	52.3	122

CR-V 5dr SUV £31,470–£40,420 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 i-MMD hybrid	181	112	9.2	38.2	162

NSX 2dr coupé £150,090 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 hybrid	573	191	2.9	26.4	242

HYUNDAI

i10 5dr hatch £13,025–£16,400 ★★★★☆
The smallest Hyundai matures and regains leadership of the city car class. **LxWxH** 4035x1734x1474 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 MPi	67	97	14.6	53.3	114-120
1.0 T-GDi	99	115	10.5	52.3	123
1.2 MPi	84	106	12.6	51.4	124

i20 5dr hatch £16,500–£24,995 ★★★★☆
Steady gains for a versatile runabout that, N version aside, still lacks personality. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 100	98	117	10.4	47.9-49.6	120
1.0 T-GDi 48V MHD 100	98	117	10.4	54.3-55.4	115-118
1.0 T-GDi 48V MHD 120	118	115	10.2	53.3	120
1.6 T-GDi N	201	142	6.7	40.4	158

i30 5dr hatch £20,910–£33,745 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	121-122
1.5 T-GDi	157	130	8.6	42.2-46.3	142
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188
1.6 CRDi 115	113	118	11.0-11.2	58.9-60.1	121-122

i30 Fastback 4dr saloon £25,660–£34,495 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi	157	130	8.6	49.6-52.3	141-151
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	188

i30 Tourer 5dr estate £21,660–£26,460 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	130-139
1.6 CRDi 136	134	123	10.9	56.5-57.6	126-127

Ioniq 5dr hatch £24,045–£35,050 ★★★½☆
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 Hybrid 141	139	115	10.8-11.1	61.4-62.8	102
1.6 Plug-in Hybrid 141	139	110	10.8	256.8	26
Electric	132	110	10.6	194	0

Ioniq 5 5dr hatch £36,995–£48,145 ★★★★☆
Won't upend the electric SUV segment, but a compelling option in a developing class. **LxWxH** 4635x1890x1605 **Kerb weight** 1145kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
58kWh	170	115	8.5	240	0
73kWh	217	115	7.4	300	0
73kWh AWD	305	115	5.2	268	0

Bayon 5dr crossover £20,295–£24,545 ★★★★☆
Much better at meeting your motoring needs than kindling your affections. **LxWxH** 4180x1775x1500 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 48V MHEV	98	113	10.7	53.3	120-121
1.0 T-GDi 48V MHEV 120	118	115	10.4	53.3	121

Kona 5dr crossover £21,265–£37,200 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 120	118	112	12.0	44.1-44.8	142-147
1.6 GDi Hybrid	134	119	10.2	52.3	114-123
2.0 T-GDI N	278	149	5.5	32.8	194
Electric 39kWh	134	96	9.6	180	0
Electric 64kWh	201	104	7.6	280	0

Nexo 5dr SUV £69,495 ★★★½☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
95kW fuel cell	161	130	9.6	42.0mpkg	0

Tucson 5dr SUV £28,710–£42,030 ★★★★☆
Shows Hyundai can do both style and substance. A family SUV that's easy to like. **LxWxH** 4500x1865x1653 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi 150	148	117	10.3	40.9	156
1.6 T-GDi 48V MHEV 150	148	117	9.6	43.5	144-151
1.6 T-GDi 48V MHEV 180	178	125	9.0	39.8	162
1.6 TGDi Hybrid	228	120	8.0	50.4	127
1.6 TGDi Plug-in hybrid	263	119	8.6	201.8	31

Santa Fe 5dr SUV £39,460–£49,010 ★★★½☆
Superficial charm and an expansive cabin but not much polish to the powertrain. **LxWxH** 4785x1900x1710 **Kerb weight** 2005kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 TGDi Hybrid	228	116	8.9-9.1	42.2	145-168
1.6 TGDi Plug-in hybrid	262	116	8.8	173.7	37

JAGUAR

XE 4dr saloon £30,210–£40,180 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4678x1850x1416 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300 AWD	296	155	5.9	30.8-32.4	197-207
2.0 D200	198	146	7.3	54.0-57.7	128-137

XF 4dr saloon £33,975–£44,800 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1880x1457 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	155	6.9	33.0-34.9	183-193
2.0 P300 AWD	296	155	6.1	31.2-32.8	194-204
2.0 D200	198	146	7.6	52.8-56.5	131-140
2.0 D200 AWD	198	143	7.8	48.9-51.3	128-137

XF Sportbrake 5dr estate £37,190–£46,650 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4955x1880x1494 **Kerb weight** 1660kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	246	150	7.1	32-33.7	189-199
2.0 P300 AWD	296	155	6.2	29.9-31.2	204-213
2.0 D200	198	143	7.8	50.7-53.7	138-146
2.0 D200 AWD	198	143	8.0	47.0-49.1	151-157

F-Type 2dr coupé £54,965–£98,110 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.9	215
5.0 P450	444	177	4.6	26.0-26.8	239-246
5.0 P575	518	186	3.7	26.4	243

F-Type Convertible 2dr open £63,445–£103,200 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	155	5.7	29.6	217
5.0 P450	444	177	4.6	26.0-26.6	241-247
5.0 P575	518	186	3.7	26.4	243

E-Pace 5dr SUV £36,015–£50,240 ★★★½☆
Misses the mark for keen drivers, but is still a desirable SUV nevertheless. **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P200	198	134	7.7	30.1	213
2.0 P250	245	143	6.6	29.8	215
2.0 P300	295	151	5.9	28.3	226
1.5 P300e	305	134	6.5	143.1	44
2.0 D165	163	128	10.0	43.4-45.4	163
2.0 D165 AWD	163	124	9.8	42.9-43.4	171-172
2.0 D200 AWD	201	131	8.4	42.9-43.0	170-173

F-Pace 5dr SUV £40,675–£78,165 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4731x2071x1666 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250 AWD	246	135	7.3	30.4	214-220
3.0 P400 AWD	394	155	5.4	28.8	222-230
2.0 P400e AWD	398	149	5.3	112.5	51-55
5.0 V8 SVR 550 AWD	548	178	4.0	23.1	275
2.0 D165 AWD	163	121	9.9	45.4	165-171
2.0 D200 AWD	197	130	8.0	45.4	165-171
3.0 D300 AWD	296	143	6.4	38.1	195-202

I-Pace 5dr SUV £65,245–£76,695 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
EV400	398	124	4.5	292	0

JEEP

Compass 5dr SUV £27,125–£37,795 ★★★☆☆
Wants to be a catch-all crossover but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.4 Multiair 140	138	119	9.9	37.7	172
1.4 Multiair 170 4WD	167	124	9.5	32.5	209
1.6d MultiJet 120	118	115	11.0	47.9	157
2.0d MultiJet 170 4WD	167	122	9.5	38.2	191

Renegade 5dr SUV £23,405–£36,500 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 GSE T3 120	118	115	11.2	38.2	151
1.3 GSE T4 150	148	122	9.4	38.2-39.8	151
1.3 Turbo 4xe	188	113	7.5	122.8-134.5	42-49
1.3 Turbo 4xe Trailhawk	238	124	7.1	117.7-128.4	51-53

Wrangler 2dr/4dr SUV £49,450–£58,120 ★★★★☆
Heavy-duty off-roader goes anywhere but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GME	265	110	7.3-7.6	25.4-26.4	248-254
2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	243-247

KIA

Picanto 5dr hatch £11,200–£16,000 ★★★★☆
A pleasingly well-rounded and charming value offering, but not in all of its guises. **LxWxH** 3595x1595x1485 **Kerb weight** 977kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0	66	100	16.6	53.3	119
1.0 T-GDi	99	112	9.9	48.7	120

Rio 5dr hatch £13,850–£20,350 ★★★⯪☆
More comfortable and more grown-up in fourth-gen form, but not any more fun. **LxWxH** 4065x1993x1450 **Kerb weight** 1143kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 DPi	83	108	12.7	52.3	120-122
1.0 T-GDi	99	115	10.0	53.3	120
1.0 T-GDi 48V	118	118	9.8	51.4	118-125

Ceed 5dr hatch £20,055–£29,025 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 118	116	116	10.9	47.9-50.4	122-126
1.5 T-GDi 158	156	128-130	8.6-8.9	43.5-46.3	129-135
1.6 T-GDi 201	198	142	7.5	38.2	153
1.6 CRDi 48V	134	124	9.8	57.6	118-120

Ceed Sportswagon 5dr estate £20,755–£30,540 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 118	116	118	10.9	47.1	121-127
1.5 T-GDi 158	156	128-130	8.6-8.9	43.5-46.3	131
1.6 CRDi 48V	134	124	10.0	57.6	121-126
1.6 GDi PHEV	137	106	10.5	118.3-217.2	33

Proceed 5dr hatch £25,080–£29,840 ★★★⯪☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDi 158	156	128-130	8.6-8.9	43.5-46.3	131-136
1.6 T-GDi 201	198	140	7.2	39.3	163

Xceed 5dr hatch £21,205–£35,055 ★★★⯪☆
Crossover-styled hatch that drives well, but lacks practicality and polish. **LxWxH** 4395x1826x1483 **Kerb weight** 1332kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi 118	116	115	10.9	45.6	140-146
1.5 T-GDi 158	156	129	8.7	44.8	142-143
1.6 GDi PHEV	137	99	10.6	217.3	38

EV6 5dr hatch £40,895–£51,895 ★★★★☆
Swish, spacious and swift enough to become the pick of the EV crossover bunch. **LxWxH** 4680x1880x1550 **Kerb weight** 2090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
77.4kWh	226	114	7.3	328	0
77.4kWh AWD	321	116	5.2	300	0

Soul EV 5dr hatch £34,945 ★★★★☆
Electric-only hatch with looks that divide opinion, but competitive range. **LxWxH** 4220x1825x1605 **Kerb weight** 1757kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
64kWh	201	104	7.6	280	0

Stinger 4dr saloon £42,905 ★★★⯪☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.3 V6 T-GDi	360	168	4.7	27.7	233

Niro 5dr SUV £25,405–£39,645 ★★★⯪☆
Versatile and well-equipped family transport in a choice of hybrid and EV flavours. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GDi Hybrid	137	101	11.1	58.9	110-120
1.6 GDi Hybrid PHEV	137	107	10.4	201.8	29
39kWh e-Niro	132	96	9.5	180	0
64kWh e-Niro	198	104	7.5	282	0

Stonic 5dr SUV £18,650–£22,700 ★★★⯪☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 T-GDi	116	115	9.9	46.3-47.1	137

Sportage 5dr SUV £23,810–£34,700 ★★★⯪☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GDi	128	113	11.1	34.9-35.7	177-184
1.6 T-GDi	172	127	8.9	34.4-34.9	183-184
1.6 T-GDi AWD	172	125-126	8.8-9.2	31.7-32.5	192-201
1.6 CRDi 134 48V	132	112	11.6	42.8-43.5	141-161

Sorento 5dr SUV £39,350–£53,485 ★★★⯪☆
Lacks polish, but its abundant utility appeal and value shine through. **LxWxH** 4810x1900x1695 **Kerb weight** 2006kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 T-GDi HEV	226	119	8.7	40.9	158-166
1.6 T-GDi PHEV	261	119	8.4	176.6	38
2.2 CRDi	199	127	9.1	42.2	176

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 R	290	143	3.9	NA	NA
2.0 GT	280	143	4.1	NA	NA

LAMBORGHINI

Huracán 2dr coupé/open £167,180–£262,312 ★★★★☆
Junior Lambo mixes usability and drama skilfully, in both coupé and Spyder forms. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.2 V10 Evo RWD	608	202	3.3	20.5	330-335
5.2 V10 Evo	631	201	2.9	20.3	332-338
5.2 V10 STO	631	202	3.0	20.3	331

Aventador 2dr coupé/open £274,106–£482,962 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 5dr SUV £177,297–£197,150 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Defender 90 5dr SUV £48,910–£105,395 ★★★★⯪
Breadth of capability matches that of the five-door, with even more kerb appeal. **LxWxH** 4583x2008x1974 **Kerb weight** 2190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	298	119	7.1	24.6	259-260
3.0 P400	398	119	6.0	25.6	256
5.0 P525	518	119	5.2	19.3-19.5	327-330
3.0 D200	198	109	9.8	32.8	226
3.0 D250	246	117	8.0	32.8	226-227
3.0 D300	296	119	6.7	32.7	226

Defender 110 5dr SUV £49,665–£108,040 ★★★★⯪
Promises, and delivers, unrivalled off-road performance with on-road niceties. **LxWxH** 5018x2008x1967 **Kerb weight** 2209kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	298	119	8.1	24.2	263
3.0 P400	398	119	6.1	24.6-24.7	260-261
2.0 P400e	398	119	5.6	85.6	77
5.0 P525	518	119	5.2	19.1	334
3.0 D200	198	109	10.3	32.2	230
3.0 D250	246	117	8.3	32.2	230
3.0 D300	296	119	7.0	32.2	230

Range Rover Evoque 5dr SUV £32,115–£55,350 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P200	198	134	8.0	31.7	201
2.0 P250	248	143	7.0	31.6	201
2.0 P300	298	150	6.3	31.3	203
1.5 P300e	298	132	6.4	166.2-193.5	33-38
2.0 D165	163	120	10.1	43.4-45.9	160-171
2.0 D200	201	120	8.5	43.8	169

Range Rover Velar 5dr SUV £51,265–£71,315 ★★★★☆
The most car-like Landie ever doesn't disappoint. Expensive, though. **LxWxH** 4804x1930x1685 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	248	135	7.5	27.8-29.2	217-229
3.0 P400	394	155	5.5	27.3-28.0	227-230
2.0 P400e	398	149	5.4	TBC	TBC
2.0 D200	201	130	8.2	41.6	168-178
3.0 D300 MHEV	296	143	6.5	36.1-37.2	199-205

Range Rover Sport 5dr SUV £64,685–£114,985 ★★★★⯪
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	298	125	7.3	26.1	245
2.0 P400e PHEV	401	137	6.7	75.3-86.9	69
3.0 P400	398	140	6.2	27.4	234
5.0 V8 P575 SVR	572	176	4.5	19.6	331
2.0 D250	248	130	8.5	33.1-33.3	224-239
3.0 D300	298	130	7.3	34.1	220-247
3.0 D350	348	140	6.9	29.8	249

Range Rover 5dr SUV £83,525–£179,785 ★★★★⯪
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 P400	398	140	6.3	26.1-26.7	240
2.0 P400e	399	137	6.8	75.7-85.1	75
5.0 V8 P525	522	155	5.4	19.7-20.0	318-322
5.0 V8 P565 SVAD	562	155	5.4	18.9	342
3.0 D300	298	130	7.4	33.0	228-238
3.0 D350	348	140	7.1	30.5-30.9	240-256

Discovery Sport 5dr SUV £32,430–£51,895 ★★★★⯪
Seven seats, at home on road and off road, plus new-found desirability. **LxWxH** 4597x2069x1727 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P250	247	140	8.1	30.1	211
2.0 P290	288	144	7.5	29.7	214
1.5 P300e	298	130	6.6	143.4-158.6	40-44
2.0 D165	162	112	10.6	41.5	179
2.0 D200	201	117	8.9	41.5	179

Discovery 5dr SUV £53,150–£68,110 ★★★★⯪
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4956x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 P300	296	125	7.3	24.9-25.1	254-256
3.0 P360	355	130	6.5	26.0-26.4	241-245
3.0 D250	246	120	8.1	33.4-33.7	220-222
3.0 D300	296	130	6.8	33.2-33.5	221-223

LEXUS

ES 4dr saloon £35,905–£49,455 ★★★⯪☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 VVT-i ES 300h	218	112	8.9	53.2	119

LS 4dr saloon £78,925–£105,405 ★★★⯪☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 VVT-i LS 500h	348	155	5.4	30.7-36.6	175-208

RC 2dr coupé £64,550–£81,550 ★★★⯪☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 RC F	470	168	4.5	23.9	268

LC 2dr coupé/open £81,750–£98,275 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
5.0 V8 LC 500	457	168	4.7	34.8	184
3.5 V6 LC 500h	354	155	5.0	24.3	262

NX 5dr SUV £38,300–£57,810 ★★★★☆
PHEV option and welcome cabin overhaul sustain the allure of the firm's best-seller. **LxWxH** 4660x1865x1640 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 NX 350h	242	124	7.7	44.1	145
2.5 NX 450h+ PHEV	306	124	6.3	256-313	20-26

RX 5dr SUV £52,665–£64,215 ★★★⯪☆
Low flexibility, but hybrid powertrain makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 RX 450h	308	124	7.7	34.4	185

UX 5dr SUV £25,950–£42,855 ★★★⯪☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 UX 250h	181	110	8.5	50.4	126
2.0 UX 250h E4	181	110	8.7	47.0	136
UX 300e 150kWh	201	100	7.5	TBC	TBC

LOTUS

Elise 2dr open £41,245–£49,145 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Sport 240	243	147	4.5	36.2	177
1.8 Cup 250	248	149	4.3	36.2	177

Exige 2dr coupé/open £66,385–£102,985 ★★★★⯪
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 Sport 390	397	172	3.8	27.7	230
3.5 V6 Sport 420	420	180	3.4	28.7	230
3.5 V6 Cup 430	430	174	3.3	27.7	230

Evora 2dr coupé £85,285–£88,285 ★★★★☆
Dynamically, it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.5 V6 GT410	404	174-190	4.1-4.2	25.7-26.7	248

MASERATI

Ghibli 4dr saloon £64,065–£104,960 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Hybrid	325	158	5.7	33.2	192
3.0 V6	345	166	5.5	25.2	254
3.0 V6 S	424	178	4.9	25.0	254
3.8 V8	572	203	4.3	23.0	279

Quattroporte 4dr saloon £87,565–£128,100 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5262x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	345	168	5.5	25.0	257
3.0 V6 S	424	179	5.0	24.8	257
3.8 V8	572	203	4.5	23.2	277

Levante 4dr SUV £67,220–£125,370 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	339	156	6.0	22.6	283
3.0 V6 S	424	164	5.2	22.4	286
3.8 V8 GTS	526	180	4.3	17.9	357
3.8 V8 Trofeo	572	186	4.1	17.8	359

MC20 2dr coupé £189,520 ★★★★⯪
A triumphant return to the supercar ranks: fast and thrilling, yet approachable. **LxWxH** 4669x1981x1693 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6	621	203	2.9	24.6	262

MAZDA

2 5dr hatch £16,475–£20,845 ★★★★☆
Grown up, well made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1515 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 75	74	106	12.1	49.6	121
1.5 Skyactiv-G 90	88	110	12.1	52.3	122
1.5 e-Skyactiv-G 90	88	114	9.8	60.1	107
1.5 e-Skyactiv-G 115	113	124	9.1	56.5	113

3 5dr hatch £21,805–£28,905 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4460x1795x1435 **Kerb weight** 1411kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	122	10.4	50.4	124-127
2.0 e-Skyactiv-X 186	183	134	8.1	53.3	118-121

3 saloon 4dr saloon £24,805–£28,905 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4460x1795x1440 **Kerb weight** 1405kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-X 186	183	134	8.1	56.5	114-117

6 4dr saloon £24,990–£32,370 ★★★⯪☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Skyactiv-G	143	129	9.9	42.2	152
2.0 Skyactiv-G	163	134	9.4	42.2	152
2.0 Skyactiv-G GT	191	142	8.1	38.2	167

6 Tourer 5dr estate £25,990–£33,710 ★★★⯪☆
Attractively styled and spacious inside, but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Skyactiv-G	143	128	10.0	41.5	155
2.0 Skyactiv-G	163	133	9.4	41.5	155
2.0 Skyactiv-G GT	191	139	8.1	37.2	172

CX-30 5dr SUV £22,945–£31,700 ★★★★☆
Dynamic qualities, a classy interior and a handsome look set it apart from rivals. **LxWxH** 4395x1795x1540 **Kerb weight** 1334kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 e-Skyactiv-G	120	116	10.6	47.9	134
2.0 e-Skyactiv-X 186	183	127	8.3	50.4	127

CX-5 5dr SUV £27,545–£38,785 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 165	162	125	10.3	38.7	152-154
2.5 194	191	121	9.2	35.3	182
2.2d 150	148	127	9.9	50.4	151-154
2.2d 184	181	129	9.3	42.8	175

MX-30 5dr SUV £28,545–£35,195 ★★★★☆
Classy and affordable all-electric crossover marred only by its limited range. **LxWxH** 4395x1795x1555 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
35.5kWh	143	87	9.7	124	0

MX-5 2dr open £24,055–£30,170 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	142
2.0 Skyactiv-G 184	181	136	6.5	40.4	153

MX-5 RF 2dr open £25,995–£32,370 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	142
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	155

McLAREN

720S 2dr coupé/open £221,800–£250,290 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	710	212	2.9	23.2	276

765LT 2dr coupé £312,800 ★★★★⯪
Longtail treatment puts a deliciously sharp edge on the 720S. **LxWxH** 4600x2161x1159 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	755	205	2.8	23.0	280

GT 2dr coupé £165,300 ★★★★⯪
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1339kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	612	204	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £24,100–£57,235 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 A180	134	134	9.2	47.9	134-138
1.3 A200	161	140	8.2	47.9	135-145
2.0 A250	221	155	6.2	41.5	155-165
2.0 A250e	215	146	6.6	256.8	25
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	184-193
2.0 AMG A45 S 4Matic+	415	168	3.9	33.6	204-207
1.5 A180d	114	126	10.0	62.8	127-130
2.0 A200d	148	137	8.1	58.9	129-139

A-Class Saloon 4dr saloon £26,195–£45,995 ★★★⯪☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 A180	134	134	8.9	42.8-48.7	133-137
1.3 A200	161	143	8.3	48.7	133-137
2.0 A250	221	155	6.3	42.2	154-156
2.0 A250e	215	149	6.7	256.8	25
2.0 AMG A35 4Matic	302	155	4.8	32.9-36.7	177-187
1.5 A180d	114	128	10.2	56.5-64.2	126-129
2.0 A200d	148	141	8.2	58.9	127-131

CLA Coupé 4dr saloon £31,695–£59,150 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1444 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 CLA 180	133	134	9.0	47.9	138-140
1.3 CLA 200	161	142	8.2	42.8-47.9	138-140
1.3 CLA 250e	215	149	6.8	282.5	23
2.0 CLA 250	222	155	6.3	38.7-42.2	154-155
2.0 AMG CLA 35 4Matic	302	155	4.9	34.9-37.2	177-187
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	33.2	200-202
2.0 CLA 220d	185	152	7.1	53.3-57.7	132

CLA Shooting Brake 5dr estate £32,695–£60,150 ★★★⯪☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4688x1830x1447 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 CLA 180	133	130	9.2	35.8-40.9	140-141
1.3 CLA 200	161	140	8.4	35.3-40.9	141-142
2.0 CLA 250	222	155	6.4	37.7-40.9	157-159
1.3 CLA 250e	215	146	6.9	256.8	24
2.0 AMG CLA 35 4Matic	302	155	4.9	36.2	183-191
2.0 AMG CLA 45 S 4Matic+	415	168	4.0	32.8	203-205
2.0 CLA 220d	185	147	7.2	43.5-48.7	135-136

B-Class 5dr hatch £28,050–£38,250 ★★★⯪☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 B180	134	132	9.0	45.6	140-142
1.3 B200	159	139	8.2	46.3	140-142
1.3 B250e	215	146	6.8	235.4	27
1.5 B180d	114	124	9.8	61.4	137-138
2.0 B200d	148	136	8.3	57.7	134-144
2.0 B220d	187	145	7.2	56.5	136-137

C-Class 4dr saloon £38,785–£52,125 ★★★★☆
Sumptuous interior and impressive tech, but let down by harsh suspension. **LxWxH** 4751x2033x1437 **Kerb weight** 1650kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	221	153	7.3	44.1	146
2.0 C300	278	155	6.0	42.2	152-159
2.0 C300e	331	152	6.1	256.8	14-24
2.0 C220d	218	152	7.3	61.4	120-127
2.0 C300d	283	155	5.7	55.4	133-139

C-Class Estate 5dr estate £40,420–£53,425 ★★★⯪☆
Impressive and tech-filled inside, albeit in a curiously unsatisfying dynamic package. **LxWxH** 4755x2033x1494 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	221	149	7.5	38.1-43.4	149-168
2.0 C300	278	155	6.0	41.0	157
2.0 C300e	331	151	6.2	403.6	15
2.0 C220d	218	151	7.4	57.7	129
2.0 C300d	283	155	5.8	54.4	136

C-Class Coupé 2dr coupé £40,120–£84,660 ★★★★☆
Outgoing two-door keeps a nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	181	149	7.9	37.7-42.2	155-156
2.0 C300	258	155	6.1	35.8-39.8	161-175
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	221-225
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	250
2.0 C220d	192	149	7.0	46.3-52.3	133-145
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	151-164

C-Class Cabriolet 2dr open £43,695–£87,500 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 C200	181	146	7.9	36.2-40.4	167-168
2.0 C300	258	155	6.3	34.0-37.7	173-184
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	229-231
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	258
2.0 C220d	191	145	7.5	44.8-49.6	141-153
2.0 C300d	242	155	6.3	42.2-47.1	153-167

CLS Coupé 4dr saloon £58,950–£78,740 ★★★★☆

Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	29.7	216
3.0 CLS 300d 4Matic	261	155	6.4	44.1	168
3.0 CLS 400d 4Matic	325	155	5.0	38.7	191

E-Class 4dr saloon £39,760–£99,565 ★★★★☆

A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4923x1852x1468 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E200	194	149	7.4	38.2	165-166
2.0 E300e	315	155	5.8	188.3	41
3.0 E450	363	155	5.0	31.7	204
3.0 AMG E53 4Matic+	429	155	4.5	30.4	212-215
4.0 V8 AMG E63 S 4Matic+	603	155	3.4	22.8-23.7	277
2.0 E220d	191	146	7.4	53.3	139-157
2.0 E300d	261	155	6.3	47.9	153-167
2.0 E300de	302	149	5.9	217.3	39
2.9 E400d 4Matic	325	155	5.1	42.2	176-188

E-Class Estate 5dr estate £42,100–£101,565 ★★★★☆

Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E200	197	144	7.7	31.0-35.3	173-174
3.0 V6 AMG E53 4Matic+	429	155	4.6	29.7	216-219
4.0 V8 AMG E63 S 4Matic+	603	180	3.5	22.6-23.3	282
2.0 E220d	191	142	7.8	50.4	148-161
2.0 E300d	242	155	6.6	40.4-46.3	156-159
2.0 E300de	302	146	6.0	188.3	41
2.9 E400d 4Matic	325	155	5.3	40.9	181-192

E-Class Coupé 2dr coupé £46,515–£70,590 ★★★★☆

Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.4	31.0	180-182
3.0 E450 4Matic	362	155	5.0	29.1-31.4	201
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	212-215
2.0 E220d	189	145	7.6	43.5-50.4	154-155
3.0 E300d 4Matic	242	155	6.4	42.2-47.9	166-167
2.9 E400d 4Matic	325	155	5.3	TBC	189

E-Class Cabriolet 2dr open £51,010–£74,140 ★★★★☆

Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	189-190
3.0 E450 4Matic	362	155	5.8	28.8-30.7	208
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	217-219
2.0 E220d	189	147	7.8	42.8-48.7	162-163
2.0 E300d	242	155	6.6	40.9-46.3	172
2.9 E400d 4Matic	325	155	5.4	TBC	193

S-Class 4dr saloon £90,850–£204,375 ★★★★½

Bristling with technology, luxury and performance. Sets new class standards. **LxWxH** 5125x1899x1493 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 S500	440	155	4.9	29.7-35.3	181-201
3.0 S580e	510	155	5.2	353.1	19
3.0 S580 Maybach	503	144	4.8	26.2	253-265
6.0 V12 S680 Maybach	612	155	4.5	19.8	325
2.9 S350d	286	155	6.4	39.8-42.8	173-190
2.9 S400d	328	155	5.4	38.2-38.7	192-196

EQS 5dr saloon £99,995–£113,995 ★★★★½

Luxurious in every respect and a tantalising showcase for the future. **LxWxH** 5032x1899x1411 **Kerb weight** 2480kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
108kW 450+ 4Matic	325	130	6.2	412-453	0

AMG GT 2dr coupé/open £108,390–£377,120 ★★★★☆

Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT	522	193-194	3.7-3.8	21.9-22.1	289-290
4.0 V8 GT R	577	198	3.6	22.1	289
4.0 V8 GT Black Series	718	202	3.2	22.1	292

AMG GT 4-Door Coupé 4dr saloon £141,855–£146,855 ★★★★½

Four-door, four-wheel-drive GT is confusing to contemplate but impressive to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.0 V8 GT63 S 4Matic+	630	196	3.2	21.4-22.1	294-298

GLA 5dr SUV £31,465–£65,390 ★★★½☆

Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 GLA 180	120	124	8.7-9.0	35.3-40.4	151-155
1.6 GLA 200	152	134	8.1-8.4	34.9-39.8	151-155
1.3 GLA 250e	135	137	7.1	201.8	31
2.0 GLA 250 4Matic	204	143	6.6	32.5-35.8	172-174
2.0 AMG GLA 35 4Matic	302	155	5.2	32.5	186-198
2.0 AMG GLA 45 S 4Matic+	415	155	4.3	28.8	215-224
2.0 GLA 200d	150	127	8.6-8.9	52.3	121
2.0 GLA 220d	188	136	7.3	49.6	141-149

EQA 5dr SUV £43,495–£44,995 ★★★☆☆

A competent but entirely average electric SUV. For the money, we expect better. **LxWxH** 4463x1834x1624 **Kerb weight** 1965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
67kWh 250	188	99	8.5	255-264	0
67kWh 300 4Matic	228	99	7.7	260-268	0
67kWh 350 4Matic	292	99	6.0	268	0

GLB 5dr SUV £36,945–£50,205 ★★★½☆

Boxy SUV mixes rough-and-tumble styling cues and seven-seat versatility. **LxWxH** 4634x1834x1659 **Kerb weight** 2085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 GLB 200	160	129	9.1	40.4	160-165
2.0 AMG GLB 35	302	155	5.2	32.5	198
2.0 GLB 200d	148	127	9.0	47.9	149-156
2.0 GLB 220d	188	135	7.6	47.9	156-158

GLC 5dr SUV £44,545–£93,400 ★★★★☆

Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.2	34.4	187-198
2.0 GLC 300e 4Matic	320	143	5.7	122.8	53
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.4	233-245
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.7	294-296
2.0 GLC 220d 4Matic	191	134	7.9	47.9	154-167
2.0 GLC 300d 4Matic	242	144	6.5	42.8	178-179
2.0 GLC 300de 4Matic	302	143	6.2	148.7	50

GLC Coupé 5dr SUV £47,420–£95,225 ★★★★☆

A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 GLC 300 4Matic	255	149	6.3	32.8	195-202
2.0 GLC 300e 4Matic	320	143	5.7	104.6	52-54
3.0 V6 AMG GLC 43 4Matic	388	155	4.9	27.7	232-242
4.0 V8 AMG GLC 63 S 4Matic+	502	155	3.8	22.1	290-291
2.0 GLC 220d 4Matic	191	135	7.9	44.1	167-173
2.0 GLC 300d 4Matic	242	145	6.6	40.9	182-184
2.0 GLC 300de 4Matic	302	143	6.2	134.5	55

EQC 5dr SUV £65,720–£74,610 ★★★★½

Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
80kWh 400 4Matic	408	112	5.1	244-255	0

GLE 5dr SUV £64,650–£117,095 ★★★★☆

The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 GLE 450 4Matic	362	155	5.7	32.5	229
2.0 GLE 300d 4Matic	242	140	7.2	39.2	198-207
2.9 GLE 350d 4Matic	268	143	6.6	36.2	206-214
2.0 GLE 350de 4Matic	317	130	6.8	256.8	29
2.9 GLE 400d 4Matic	328	152	5.7	35.3	220
3.0 V6 AMG GLE 53 4Matic+	432	155	5.3	26.7	246-248
4.0 V8 AMG GLE 63 S 4Matic+	603	155	3.8	TBC	281

GLE Coupé 5dr SUV £72,215–£125,770 ★★★★☆

May not be your idea of a desirable luxury car, but it's certainly an effective one. **LxWxH** 4946x2014x1716 **Kerb weight** 2295kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 AMG GLE 53 4Matic	432	155	5.3	25.7	244
4.0 AMG GLE 63 S 4Matic	603	174	3.8	TBC	280
2.0 GLE 350de 4Matic	320	130	6.9	313.9	23-24
2.9 GLE 400d 4Matic	327	149	5.7	33.6	219

GLS 5dr SUV £84,430–£171,620 ★★★½☆

The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5216x2030x1823 **Kerb weight** 2415kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 GLS 400d 4Matic	327	148	6.3	32.8	227
4.0 GLS 600 Maybach	549	155	4.9	21.4	304
4.0 AMG GLS63	625	174	4.2	23.7	273

G-Class 5dr SUV £101,565–£171,715 ★★★½☆

Massively expensive and compromised, but with character in abundance. **LxWxH** 4866x1984x1969 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 GLE 400d 4Matic	325	130	6.4	25.7	281-282
4.0 V8 AMG G63 4Matic	578	137	4.5	18.6-18.8	373

MG

3 5dr hatch £12,495 ★★★½☆

Neatly tuned and nice sporty styling. Breaks the mould for budget superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	108	10.9	42.3	152

5 SW EV 5dr estate £27,595–£31,495 ★★★½☆

Segment-first electric estate could be all the real-world EV you need. **LxWxH** 4544x1729x1509 **Kerb weight** 1532kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
53kWh	154	115	7.7	214	0
61kWh	154	115	7.7	250	0

HS 5dr SUV £21,495–£32,595 ★★★☆☆

Goes big on metal for the money but covers its budget roots with mixed success. **LxWxH** 4574x1876x1664 **Kerb weight** 1489kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T-GDI	162	118	9.9	36.2-37.2	168
1.5 T-GDI PHEV	254	118	7.1	155.8	43

ZS 5dr SUV £15,995–£33,995 ★★★☆☆

Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	41.5	155
1.0T GDi	109	112	12.4	38.6	166
45kWh EV	143	87	8.5	163	0
73kWh EV	156	108	8.4	273	0

MINI

3dr Hatch 3dr hatch £16,605–£33,800 ★★★★½

Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	49.6	130
1.5 Cooper	134	130	7.8-7.9	48.7-49.6	130-132
2.0 Cooper S	189	145-146	6.7-6.8	44.1	145
2.0 John Cooper Works	227	152	6.1-6.3	39.8	160

5dr Hatch 5dr hatch £17,305–£25,700 ★★★★½

Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 One	101	119	10.6	49.6	130
1.5 Cooper	134	129	8.4	48.7-49.6	131-132
2.0 Cooper S	175	146	6.9	44.1-45.6	141-146

Convertible 2dr open £21,305–£30.515 ★★★½☆

A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	8.8	46.3	138-139
2.0 Cooper S	175	143	7.2	42.2	151
2.0 John Cooper Works	227	150	6.6	39.2	165

Clubman 5dr hatch £23,005–£36,255 ★★★★☆

Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	134	128	9.2	47.1	136-137
2.0 Cooper S	175	142	7.3	42.2	152-153
2.0 John Cooper Works All4	302	155	4.9	38.2	169

Countryman 5dr hatch £24,805–£37,825 ★★★½☆

Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	44.8	143
1.5 Cooper All4	136	122	10.3	40.9	157-158
1.5 Cooper S E All4 PHEV	217	122	6.8	156.9	41
2.0 Cooper S	192	140	7.5-7.6	42.2-42.8	151-152
2.0 Cooper S All4	192	138	7.6	40.4	158-159
2.0 John Cooper Works All4	302	155	5.1	37.2	174

Electric 3dr hatch £28,500–£35,050 ★★★★☆

Won't break records on range or usability, but has plenty of zip and driver appeal. **LxWxH** 3850x1727x1414 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
33kWh	180	93	7.3	144	0

MITSUBISHI

Mirage 5dr hatch £10,580–£14,065 ★★★☆☆

A straightforward hatchback – but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Mi-VEC	79	107	11.7-12.8	47.9-55.4	113-121

ASX 5dr SUV £21,060–£26,830 ★★★☆☆

Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 MI-VEC 2WD	148	118	10.2	37.7	171
2.0 MI-VEC 4WD	148	118	12.5	34.4	185

Eclipse Cross 5dr SUV £22,560–£30,590 ★★★☆☆

Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 Mi-VEC 2WD	160	127	9.7	36.2-37.7	170-177
1.5 Mi-VEC 4WD	160	124	10.4	32.8	196

Outlander 5dr SUV £29,450–£44,225 ★★★½☆

Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Mi-VEC 4WD	148	118	13.3	32.5	196
2.0 Mi-VEC PHEV	200	106	11.0	139.7	46

Shogun Sport 5dr SUV £31,950–£33,950 ★★★☆☆

Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.4 DI-DC 4WD	179	112	11.0	32.8	227

MORGAN

Plus Four 2dr open £63,605 ★★★½☆

Morgan's four-cylinder lifeblood model gets 21st-century underpinnings. **LxWxH** 3830x1500x1250 **Kerb weight** 1013kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	255	149	5.1	38.8	165

Plus Six 2dr open £82,945 ★★★½☆

Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £14,340–£19,390 ★★★★☆

Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 IG-T 92	91	111	11.8	50.4	123-129

Leaf 5dr hatch £28,495–£34,945 ★★★★☆

Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
40kWh	147	90	7.9	168	0
62kWh	214	98	6.9-7.3	239	0

Juke 5dr hatch £18,840–£25,340 ★★★½☆

Second-generation crossover is mpressive in some respects, but outstanding in few. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 DiG-T 114	114	112	10.7	47.9	134-139

Qashqai 5dr SUV £23,555–£38,285 ★★★★☆

Ticks the important family car boxes, but ICE powertrain lacks refinement. **LxWxH** 4425x2084x1625 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 140	138	122	10.2	44.3	143-144
1.3 DiG-T 158	156	123	9.9	41.5-44.4	145

X-Trail 5dr SUV £26,235–£33,220 ★★★½☆

Shortfalls on refinement and drivability, plus a slight lack of the original's character. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.3 DiG-T 160	158	123	11.5	37.8-38.5	166-173
1.7 dCi 150	148	121	10.7	44.5-47.5	155-171

GT-R 2dr coupé £88,365–£184,065 ★★★★☆

Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.8 V6	562	196	2.9	20.2	316
3.8 V6 Nismo	592	196	2.8	19.7	325

NOBLE

M600 2dr coupé £248,000–£287,600 ★★★½☆

Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** 4360x1910x1120 **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
4.4 V8	662	225	3.0	16.8	333

PEUGEOT

108 3dr/5dr hatch £13,320–£14,925 ★★★½☆

Sibling car to the Aygo – and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 72	71	100	13.0	58.9	110

208 3dr/5dr hatch £17,860–£33,975 ★★★½☆

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 75	72	106	14.9	58.9	124
1.2 PureTech 100	98	117	9.9	53.0	124-126
1.2 PureTech 130	128	129	8.7	51.9	128
50kWh e-208	136	93	8.1	194-217	0
1.5 BlueHDi 100	99	117	10.2	70	109-110

308 5dr hatch £24,000–£38,800 ★★★★☆

Brings electrification and design flair but retains the old model's dynamic character. **LxWxH** 4365x1850x1441 **Kerb weight** 1288kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.7	52.1	122
1.6 Hybrid	180	140	7.6	213-281	23-30
1.6 Hybrid 225	225	146	8.0	213-266	24-30
1.5 BlueHDi	131	129	10.6	65.4	113-114

308 SW 5dr estate £25,200–£29,530 ★★★★☆

Blends character and practicality, without compromising on the hatchback's style. **LxWxH** 4635x2062x1442 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	130	9.9	52.1	122
1.6 Hybrid	180	139	7.7	213-281	25-30
1.6 Hybrid 225	225	146	7.6	213-266	26-30
1.5 BlueHDi	131	129	10.9	65.0	113-114

508 4dr saloon £27,865–£53,995 ★★★★☆

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.1	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	126	10.0	62.0	124

508 SW 5dr estate £30,515–£55,795 ★★★☆☆

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	131	127	8.3	49.1	129
1.6 Hybrid	223	155	8.3	166.0-235.0	27-38
1.6 Hybrid PSE	355	155	5.2	141.2	42
1.5 BlueHDi 130	126	129	10.1	62.0	127

2008 5dr SUV £21,365–£38,580 ★★★★☆

Compact crossover has most rivals licked, but class is still waiting for a game-changer. **LxWxH** 4300x1770x1550 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 100	98	115	10.9	52.0	125-127
1.2 PureTech 130	128	122	8.9	50.6	132
1.2 PureTech 155	153	129	8.2	46.6	141
50kWh e-2008	136	93	8.5	191-206	0
1.5 BlueHDi	98	115	11.4	62.7	118-120

3008 5dr SUV £27,555–£47,210 ★★★★☆

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.5-10.8	37.2	146-149
1.6 Hybrid	223	146	5.9	157-222	29
1.6 Hybrid4	298	149	5.9	166-235	36
1.5 BlueHDi 130	126	119	9.5	55.1	137-139

5008 5dr SUV £30,010–£41,340 ★★★★☆

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	46.0	150-153
1.6 PureTech 180	178	135	8.3	39.6	168-170
1.5 BlueHDi 130	129	119	10.7	57.3	139-142
2.0 BlueHDi 180	175	131	9.1	47.3	164-166

POLESTAR

1 2dr coupé £139,000 ★★★★☆

Limited-run sports GT delivers petrol-electric performance and Swedish styling. **LxWxH** 4586x2023x1352 **Kerb weight** 2345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 plug-in hybrid	596	155	4.2	353.1	29

2 5dr hatch £40,900–£46,900 ★★★★☆

High-rise saloon takes the EV off in a development direction all of its own. **LxWxH** 4607x1859x1478 **Kerb weight** 2048kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
63kWh Standard Range	221	99	7.4	273	0
78kWh Long Range	228	99	7.4	317	0
78kWh Long Range AWD	402	127	4.2	298	0

PORSCHE

718 Boxster 2dr open £48,490–£76,905 ★★★★½

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.5	198
2.0 T	296	170	4.7-5.3	32.5	199
2.5 S	339	177	4.4-4.6	29.1	229
4.0 GTS	396	182	4.5	25.9	247
4.0 Spyder	414	189	4.4	25.4	251

718 Cayman 2dr coupé £46,630–£78,495 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0	290	170	4.9-5.1	32.8	197
2.0 T	296	170	4.9-5.3	35.5	198
2.5 S	339	177	4.4-4.6	29.1	228
4.0 GTS	396	182	4.5	25.9	247
4.0 GT4	414	188	4.4	25.7	251

911 2dr coupé £86,835–£164,650 ★★★★½

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	182	4.0	27.4	233
3.0 Carrera 4	380	180	4.0	26.9	238
3.0 Carrera S	444	191	3.7	27.4	234
3.0 Carrera 4S	444	190	3.4	26.9	239
3.0 Carrera GTS	473	193	3.4	24.8-26.4	244-258
3.0 Carrera 4 GTS	473	193	3.3	24.8-26.6	240-259
3.0 Targa 4	380	179	4.4	26.9	239
3.0 Targa 4S	444	189	3.8	26.4	244
3.0 Targa 4 GTS	473	193	3.4	24.8-27.1	236-258
4.0 GT3	503	199	3.4	21.7-21.9	283-304
3.7 Turbo	572	199	2.8	23.5	271
3.7 Turbo S	641	205	2.7	23.5	271

911 Cabriolet 2dr open £96,635–£172,710 ★★★★☆

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 Carrera	380	180	4.4	27.2	236
3.0 Carrera 4	380	180	4.4	26.9	238
3.0 Carrera S	444	190	4.4	27.4	233
3.0 Carrera 4S	444	188	3.6	26.6	241
3.0 Carrera GTS	473	192	3.6	26.9	239
3.0 Carrera 4 GTS	473	191	3.5	25.0	244
3.7 Turbo	572	199	2.9	23.3	275
3.7 Turbo S	641	205	2.8	23.3	275

Panamera 4dr saloon £72,715–£141,780 ★★★★★

Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.9 V6	325	168	5.6	27.7	232
2.9 V6 4	325	167	5.3	27.2	235
2.9 V6 4S	434	183	4.3	27.4	234
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	185	3.7	78.5-85.6	60
4.0 V8 GTS	473	186	3.9	23.3	275
4.0 V8 Turbo S	621	196	3.1	22.1	289
4.0 V8 Turbo S E-Hybrid	690	196	3.2	97.4-104.6	62-66

Panamera Sport Turismo 5dr estate £77,895-£145,000 ★★★★½
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.9 V6 4	325	163	5.3	26.4	242
2.9 V6 4S	434	180	4.3	26.4	242
2.9 V6 4 E-Hybrid	456	174	4.4	78.5-85.6	60
2.9 V6 4S E-Hybrid	552	182	3.7	78.5-85.6	60
4.0 V8 GTS	473	181	3.9	22.8	280
4.0 V8 Turbo S	621	196	3.1	21.7	295
4.0 V8 Turbo S E-Hybrid	690	196	3.2	94.2-97.4	65-69

Taycan 4dr saloon £72,905-£139,335 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
79kWh	405	143	5.4	220-268	0
79kWh 4S	527	155	4.0	252	0
93kWh	472	143	5.4	253-301	0
93kWh 4S	563	155	4.0	287	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	161	3.2	280	0
93kWh Turbo S	751	161	2.8	256	0

Taycan Cross Turismo 5dr estate £81,555-£140,415 ★★★★½
Melds together two vehicle types, and somehow hangs together, brilliantly. **LxWxH** 4974x2144x1409 **Kerb weight** 2320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
93kWh 4	472	137	5.1	242-283	0
93kWh 4S	563	149	4.1	241-281	0
93kWh GTS	590	155	3.7	273	0
93kWh Turbo	670	155	3.3	245-281	0
93kWh Turbo S	751	155	2.9	241-260	0

Macan 5dr SUV £49,745-£66,735 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4696x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0	263	144	6.4	26.4	228
3.0 V6 S	377	161	4.8	25.4	251
3.0 GTS	438	169	4.5	25.0	255

Cayenne 5dr SUV £63,230-£129,370 ★★★★½
Refreshed look, improved engines and interior, and a better SUV overall. **LxWxH** 4926x2194x1673 **Kerb weight** 2175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	335	152	6.2	22.6-24.6	259-283
3.0 V6 E-Hybrid	456	157	5.0	76.3-91.1	71-83
2.9 V6 S	340	152	6.2	21.9-23.9	268-292
4.0 V8 GTS	453	168	4.8	20.0-21.2	301-219
4.0 V8 Turbo	542	178	4.1	20.0-20.9	305-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	86-92

Cayenne Coupé 5dr SUV £67,880-£146,210 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.0 V6	335	150	6.0	22.6-24.4	263-283
3.0 V6 E-Hybrid	456	157	5.1	76.3-88.3	73-85
2.9 V6 S	428	163	5.0	21.9-23.5	271-292
4.0 V8 GTS	453	168	4.5	20.2-21.2	302-318
4.0 V8 Turbo	533	178	3.9	20..0-20.9	307-319
4.0 V8 S E-Hybrid	671	183	3.8	68.9-74.3	87-92
4.0 V8 GT	632	186	3.1	20.0	319

RADICAL

Rapture 0dr open £110,000 ★★★½☆
Not as well mannered as some lightweights but spectacular in its track-day element. **LxWxH** 4100x1790x1130 **Kerb weight** 765kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2 Turbo	360	165	3.1	NA	NA

RXC GT 2dr open £145,000 ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
3.5 V6 400	400	179	2.8	NA	NA
3.5 V6 650	650	180	2.7	NA	NA

RENAULT

Twizy 2dr hatch £11,995-£12,695 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6kWh	17	50	na	62	0

Zoe 5dr hatch £30,095-£34,795 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
50kWh R110	107	84	11.4	233	0
50kWh R135	132	87	9.5	232	0

Clio 5dr hatch £16,200-£23,600 ★★★★☆
Plusher, smoother and much more mature. A car of substance as well as style. **LxWxH** 4047x1728x1440 **Kerb weight** 1148kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 SCe 65	64	99	17.1	54.3	117
1.0 TCe 90	88	112	12.2	54.4	117
1.6 E-Tech Hybrid	138	112	9.9	65.7	96

Mégane 5dr hatch £21,960-£38,035 ★★★½☆
Stylish and refined but bland. Trophy-R hot hatch an altogether different prospect. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 E-Tech PHEV	153	109	9.4	235.4	28
1.8 RS 300	298	162-163	5.4-5.7	34.9	184

Mégane Sport Tourer 5dr estate £30,995-£32,995 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 E-Tech PHEV	153	111	9.8	217.3	29-30

Captur 5dr SUV £19,300-£32,695 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TCe 90	89	104	8.7	47.9	133-134
1.3 TCe 140	138	122	9.2	48.7	134-135
1.6 E-Tech Hybrid	140	106	10.6	56.5	113-114
1.6 E-Tech PHEV	156	107	10.1	217.3	30-33

Kadjar 5dr SUV £25,200-£28,200 ★★★½☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe 140	138	124	9.8	45.6	143-147

Arkana 5dr SUV £25,300-£30,900 ★★★½☆
Showy styling clothes an eminently sensible but unspectacular car. **LxWxH** 4568x1820x1576 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.3 TCe Mild Hybrid 140	138	127	9.8	48.7	132
1.6 E-Tech Hybrid 145	143	107	10.8	58.9	108

ROLLS-ROYCE

Wraith 2dr coupé £274,300-£314,500 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	624	155	4.6	18.5-18.6	347-348

Dawn 2dr open £297,700-£337,900 ★★★★½
Essentially as Wraith, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	5.0	16.8-17.4	367-380

Ghost 4dr saloon £261,100-£293,500 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.6 V12	563	155	4.9-5.0	18.5-18.6	347-348

Phantom 4dr saloon £378,700-£450,700 ★★★★★
Phantom takes opulent luxury to a whole new level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.1-5.2	18.6-18.8	341-344

Cullinan 4dr SUV £279,100-£320,500 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
6.75 V12	563	155	5.2	17.3-18.1	355-370

SEAT

Mii Electric 5dr hatch £22,800 ★★★½☆
Not as desirable or plush as the e-Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
37kWh electric	81	81	12.3	162	0

Ibiza 5dr hatch £16,495-£20,605 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 80	79	106	14.6	50.4-52.3	122-128
1.0 TSI 95	93	113	10.9	52.3	124-125
1.0 TSI 110	109	121	10.3	51.4	123-124

Leon 5dr hatch £20,855-£36,190 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	122	10.9	51.4-52.3	123-126
1.0 eTSI	108	119	10.8	50.4-51.4	124-129
1.5 TSI EVO 130	128	129	9.4	49.6-51.4	124-128
1.5 TSI EVO 150	148	135	8.7	48.7	133
2.0 TSI EVO 190	188	144	7.4	42.2	131-154
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI 150	113	124	10.2	64.2-65.7	113-115

Leon Estate 5dr estate £23,065-£37,470 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 100	108	124	11.2	49.6-51.4	126-129
1.0 eTSI	108	124	10.9	49.6	130
1.5 TSI EVO 130	128	130	9.7	49.6-51.4	125-128
1.5 TSI EVO 150	148	135	8.9	47.9-48.7	132-133
2.0 TSI EVO	188	145	7.6	42.2	151-152
1.4 eHybrid PHEV	201	137	7.5	235.4	26-28
2.0 TDI	113	124	10.5	64.2-65.7	114-116

Arona 5dr SUV £19,260-£25,045 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	107	11.2	51.4	124
1.0 TSI 115	113	113	9.8-10.0	47.9-53.3	121-134
1.5 TSI EVO 150	148	127	8.3	44.8-45.6	140-143

Ateca 5dr SUV £24,560-£36,570 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	112	11.4	44.1-46.3	139-146
1.5 TSI EVO 150	148	124	8.5	42.2-43.5	149-152
2.0 TSI 190	188	133	7.0	34.9-35.3	181-183
2.0 TDI 116	114	115	10.9	54.3-55.4	135-137
2.0 TDI 150	148	126	9.3	55.4-58.9	141-166
2.0 TDI 150 4Drive	148	122	8.7	47.1-48.7	141-166

Tarraco 5dr SUV £30,080-£43,350 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI EVO 150	148	124	9.9	38.7-41.5	155-166
2.0 TSI 4Drive 190	188	130	8.0	31.0-31.7	201-207
2.0 TSI 245	242	142	6.2	32.1-32.8	195-200
2.0 TDI 150	148	124	10.2	49.6-52.3	144-150
2.0 TDI 200 4Drive	197	130	7.8	41.5-42.8	172-178

SKODA

Fabia 5dr hatch £14,905-£19,330 ★★★★☆
Strong ergonomics and fine road manners - if you buy one of the more powerful models. **LxWxH** 4108x1780x1459 **Kerb weight** 1119kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 MPI 65	63	106	15.9	55.4-58.9	114
1.0 MPI 80	78	111	15.5	55.4	116
1.0 TSI	93	121	10.6	55.4	115-116
1.0 TSI 110	109	127	9.7	57.6	113-127

Fabia Estate 5dr estate £17,640-£19,090 ★★★★☆
Outgoing, previous-generation wagon still majors on boot space. **LxWxH** 4262x1732x1467 **Kerb weight** 1182kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	94	115	10.9	50.4-52.3	121-126

Scala 5dr hatch £17,585-£24,955 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	94	118	11.0	53.3	119-120
1.0 TSI 110	108	123	10.1	51.4-53.3	120-124
1.5 TSI 150	148	137	8.2	50.4-51.4	125-128

Octavia 5dr hatch £21,700-£36,720 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4689x1829x1470 **Kerb weight** 1225kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	129	10.5-10.8	54.3-56.5	115-117
1.5 TSI 150	148	143	8.5	52.3-53.3	121-123
1.4 TSI iV PHEV	201	136	7.7	235.4	21
1.4 TSI iV vRS PHEV	242	139	7.3	233.5	27
2.0 TSI vRS	242	155	6.8	40.9	157
2.0 TDI 116	114	131	10.3	68.9	109
2.0 TDI 150	148	143	8.7	64.2-67.3	109-115
2.0 TDI 200 vRS	197	154	7.4	56.5	130
2.0 TDI 200 vRS 4x4	197	150	6.8	51.4	145

Octavia Estate 5dr estate £22,680-£36,055 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	113	125	10.6-10.9	53.3-54.3	118-119
1.5 TSI 150	148	139	8.4	50.4-52.3	123-126
1.4 TSI iV PHEV	201	136	7.8	256.8	30
1.4 TSI iV vRS PHEV	242	139	7.3	217.3	27
2.0 TSI vRS	242	155	6.8	40.4	159
2.0 TDI 116	114	128	10.4	67.3	111
2.0 TDI 150	148	139	8.8	62.8-65.7	112-118
2.0 TDI 200 vRS	197	152	7.4	55.4	132
2.0 TDI 200 vRS 4x4	197	147	6.8	50.4	147

Superb 5dr hatch £26,415-£42,560 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4869x1864x1469 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	137	9.0-9.2	40.4-44.8	142-157
2.0 TSI 190	188	148	7.7	38.2-39.2	162-168
2.0 TSI 280 4x4	276	155	5.5	32.2-34.0	188-193
1.4 iV PHEV	215	138	7.7	148.7-188.3	33-42
2.0 TDI 150	148	138	9.1	54.3-58.9	125-136
2.0 TDI 200	197	151	7.9	51.4-53.3	140-145
2.0 TDI 200 4x4	197	148	7.2	47.9	154

Superb Estate 5dr estate £27,695-£43,000 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	132	9.2	40.9-45.6	141-157
2.0 TSI 190	188	143	7.7	39.8-40.9	162-168
2.0 TSI 280 4x4	276	155	5.3	33.2-34.0	188-194
1.4 iV PHEV	215	140	7.8	148.7-188.3	33-42
2.0 TDI 150	148	133	9.2	53.3-57.7	129-140
2.0 TDI 200	197	145	7.9	49.6-51.4	140-144
2.0 TDI 200 4x4	197	142	7.3	47.9	157

Kamiq 5dr SUV £19,095-£26,075 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 95	93	112	11.1	49.6	129
1.0 TSI 115	112	120	9.9	47.1-49.6	130-136
1.5 TSI 150	148	132	8.3	46.3-47.9	133-139

Karoq 5dr SUV £23,675-£35,660 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 TSI 110	108	117	11.1	44.8-47.9	133-143
1.5 TSI 150	148	126	8.1-8.3	42.8-44.8	143-149
20 TSI 190 4x4	188	132	7.3	33.2	191
2.0 TDI 116	114	118	10.6	58.9	126
2.0 TDI 150	148	127	9.0	50.4-52.3	142-148
2.0 TDI 150 4x4	148	121	8.8	42.8	172-174

Enyaq iV 5dr SUV £34,510-£46,610 ★★★★☆
Practical, rangy, and well priced. Hits a sweet spot in the EV market. **LxWxH** 4649x1879x1621 **Kerb weight** 1917kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
62kWh 60	177	99	8.7	256	0
82kW 80	201	99	8.5	331	0
82kWh 80x Sportline	263	99	6.9	303	0

Kodiaq 5dr SUV £28,195-£45,170 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 TSI 150	148	123	9.3	37.2-39.2	164-172
2.0 TSI 190 4x4	188	TBC	TBC	32.1-32.5	196-200
2.0 vRS	242	144	6.6	32.5	198
2.0 TDI 150	148	123	9.8	46.3-47.9	154-161
2.0 TDI 150 4x4	148	120	9.6	44.8-47.9	155-165
2.0 TDI 200 4x4	197	131	7.8	41.5-42.5	175-178

SMART

EQ Fortwo 3dr hatch/open £21,700-£27,995 ★★½☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	11.6-11.9	81-84	0

EQ Forfour 5dr hatch £22,295-£23,445 ★★½☆☆
Four doors bring more mainstream practicality, but still hobbled by low range. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
17kWh	79	81	12.7	84	0

SSANGYONG

Tivoli 5dr SUV £14,360-£21,860 ★★★½☆
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2P 128	126	112	10.6	47.9	158
1.5P 163	160	112	tbc	42.8	161-164
1.6D 136	130	108	tbc	50.4	145

Korando 5dr SUV £20,420-£32,770 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 GDI-Turbo	160	119	12.0	37.2	172
1.6 D 2WD	133	112	12.0	45.2	159-164
1.6 D 4WD	133	112	12.0	41.5	178

Musso 5dr SUV £28,128-£37,728 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2d 181	178	115-121	12.2	28.2-31.8	231-261

Rexton 5dr SUV £38,035-£40,705 ★★★½☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.2d 181	178	115	11.3-11.9	32.9	205-227

SUBARU

Levorg 5dr estate £34,810 ★★★☆☆
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i	148	121	11.7	32.6	196

XV 5dr SUV £28,360-£33,680 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6i	112	109	13.9	TBC	180
2.0i	154	120	10.4	35.7	180
2.0i e-Boxer	148	120	10.4	35.7	180

Forester 5dr estate £36,360-£39,360 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.0i e-Boxer	148	117	11.8	34.7	185

Outback 5dr estate £33,995-£39,495 ★★½☆☆
Acceptable in isolation, but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5i	172	130	10.2	33.0	193

SUZUKI

Ignis 5dr hatch £14,449-£17,999 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 12V	83	103	12.7	52.3	110-112
1.2 Dualjet 12V Allgrip	83	103	12.8	48.6	121

Swift 5dr hatch £14,999-£22,070 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.2 Dualjet 83 12V	82	112	13.1	59.7	106
1.2 Dualjet 83 12V Allgrip	82	106	13.8	52.3	121
1.4 Boosterjet 48V Sport	129	130	9.1	50.4	125

Swace 5dr estate £27,499-£29,299 ★★★½☆
Rebadged Toyota Corolla Touring Sports serves as a useful addition to Suzuki's line-up. **LxWxH** 4655x1790x1460 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 Hybrid	120	112	11.1	64.2	99

Vitara 5dr SUV £22,249-£27,049 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	118	9.5	52.7	128
1.4 Boosterjet 48V Allgrip	127	118	10.2	45.2	140

SX4 S-Cross 5dr SUV £24,999-£29,799 ★★★☆☆
Latest round of updates help keep it a decent budget offering. **LxWxH** 4300x1785x1593 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.4 Boosterjet 48V	127	121	10.2	53.2	120
1.4 Boosterjet 48V Allgrip	127	118	10.2	46.3	139

Across 5dr SUV £45,599 ★★★½☆
Rebadged Toyota PHEV plunges Suzuki convincingly into several new segments. **LxWxH** 4635x1855x1690 **Kerb weight** 1915kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
2.5 PHEV	182	112	6.0	282.4	22

TESLA

Model S 5dr hatch £91,980-£118,980 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Long Range	670	155	3.1	405	0
Plaid	1020	200	2.0	396	0

Model 3 4dr saloon £40,990-£59,990 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Standard Plus	320	140	5.3	267	0
Long Range	434	145	4.2	360	0
Performance	522	162	3.1	352	0

Model X 5dr SUV £98,980-£110,980 ★★★★½
A genuine luxury seven-seat electric SUV that also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Long Range	670	155	3.8	348	0
Plaid	1020	163	2.5	340	0

Model Y 5dr SUV £54,935-£64,935 ★★★★☆
A compelling proposition, with respectable dynamics and a long range. **LxWxH** 4751x2129x1624 **Kerb weight** 2072kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
Long Range	434	133	5.0	315	0
Performance	563	155	3.5	303	0

TOYOTA

Aygo 3dr hatch £13,145-£15,695 ★★★☆☆
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.0 VVT-i	71	99	13.8	56.5	114

Yaris 5dr hatch £20,210-£24,420 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 1310kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 VVT-i Hybrid	114	109	9.7	65.7-68.9	92-98

GR Yaris 5dr hatch £30,020-£33,520 ★★★★★
Focused, exhilarating all-wheel-drive hot hatch is the most exciting Toyota in ages. **LxWxH** 3995x1805x1455 **Kerb weight** 975kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.6 AWD	253	143	5.5	TBC	186

Yaris Cross 5dr SUV £22,515-£30,545 ★★★½☆
A credible compact SUV, buoyed by good driving dynamics and efficiency. **LxWxH** 4180x1765x1595 **Kerb weight** 1175kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.5 Hybrid	114	106	7.0	56.5-64.2	100-112
1.5 Hybrid AWD	114	106	7.3	55.4	115

Corolla 5dr hatch £24,485-£30,025 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	10.9	57.6-62.8	102-112
2.0 VVT-i Hybrid	180	111	7.9	53.3-57.6	111-120

Corolla Touring Sports 5dr estate £25,755-£31,960 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	122	111	11.1	56.5-62.8	103-113
2.0 VVT-i Hybrid	180	111	8.1	53.3-56.5	112-121

Prius 5dr hatch £24,880-£29,540 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	112	10.6	58.9-67.3	94-109

Prius Plug-in Hybrid 5dr hatch £32,645-£34,745 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO$_2$ (g/km)
1.8 VVT-i Hybrid	120	101	11.1	188.3-217.3	29-35

WHAT'S COMING WHEN

Bowler CSP 575

On sale February, price £200,000 (est)

Now owned by Jaguar Land Rover, rally-raider specialist Bowler is reviving the old Defender as a 567bhp off-road (but road-legal) weapon. The CSP 575 has the L316's bodyshell but uses a bespoke performance chassis and JLR's supercharged 5.0-litre V8. Bowler claims 0-60mph in just 4.0sec and "exciting" dynamic characteristics.

JANUARY

Aston Martin Valkyrie, **Kia** Sportage, **Lamborghini** Countach LPI 800-4, **Morgan** Plus 8 GTR, **Skoda** Fabia, **Volkswagen** Polo GTI update

FEBRUARY

Alpine A110 update, **BMW** i4, **Bowler** CSP 575, **DS** 4, 4 Cross, 9, **Ferrari** 296 GTB, **Ford** Fiesta update, Focus update, **Genesis** Electrified G80, **Lexus** NX, **Mazda** CX-5 update, **Mercedes-AMG** EQS 53, S63 S E Performance, SL 55, SL 63, **Volkswagen** Taigo

MARCH

Audi A8 update, **BMW** 2 Series Active Tourer, **Cupra** Born, **Genesis** GV60, **GMA** T50, **Lexus** RZ, **Lotus** Emira, **McLaren** Artura, **Mercedes-AMG** GT 63 S 4-Door Coupé E Performance, **Mercedes-Benz** A-Class update, EQT, T-Class, **Ora** Cat, **Peugeot** 308, 308 SW, **Porsche** 718 Cayman GT4 RS, Cayenne update, **Tesla** Model Y, **Toyota** GR86, **Vauxhall** Astra, Astra Sports Tourer, **Volkswagen** ID 5, **Volvo** C40 Recharge

APRIL

Alpina B4 Gran Coupé, D4 Gran Coupé, **Aston Martin** DBX S, V12 Vantage, **Bentley** Flying Spur PHEV, **BMW** 8 Series update, iX M60, X2 update, **Citroën** Ami, **Land Rover** Range Rover, **Mazda** 2 Hybrid, **Porsche** 911 GT3 RS, Taycan GTS, Taycan Sport Turismo, **Skoda** Karoq update, **Toyota** Aygo X, **Volkswagen** Multivan, T-Roc update, T-Roc Cabriolet update

MAY

Citroën C5X, **Dacia** Jogger, **Maserati** Grecale, **Mercedes-AMG** C63, **Vauxhall** Grandland update, **Wey** Coffee 01

JUNE

Alfa Romeo Tonale, **BMW** M4 CS, **Chevrolet** Corvette Z06, **Citroën** C5 Aircross update, **Dacia** Spring EV, **DS** 7 Crossback update, **Genesis** Electrified GV70, **Hyundai** Ioniq 6, **Jeep** Grand Cherokee, **Lotus** Evija, **Mercedes-Benz** EQE, **Morgan** 3 Wheeler, **Nissan** Ariya, X-Trail, **Skoda** Enyaq iV Coupé, **Subaru** Solterra

JULY

Alpina B3 update, D3 S update, **Audi** A3 Citycarver, **BMW** 3 Series update, **Ineos** Grenadier, **Kia** Niro, Niro EV, **Lamborghini** Urus update, **Toyota** bZ4X, **Volkswagen** ID Buzz

AUGUST

Cupra Formentor VZ5, **Kia** Xceed update

SEPTEMBER

Mazda CX-60, **Renault** Mégane E-Tech Electric, **Toyota** Corolla Cross

OCTOBER

BMW M3 Touring, X1, **Honda** Civic, **Lamborghini** Aventador replacement, **Lucid** Air, **Mercedes-AMG** One, **Mercedes-Benz** GLC, **Renault** Austral

NOVEMBER

Audi E-tron update, E-tron Sportback update, **BMW** iX1, **Ferrari** SP3 Daytona, **Honda** Civic Type R, **Hyundai** Ioniq 5 N, **Kia** EV6 GT, **Lotus** Type 132, **Polestar** 3, **Toyota** GR Corolla

DECEMBER

Aston Martin DB11 update, DBS update, Vantage update, **BMW** i7, M2 Coupé, Z4 update, **Ferrari** Purosangue, **Ford** Ranger, **Honda** CR-V, **Land Rover** Defender 130, **Mazda** MX-30 REx, **Seat** Tarraco update, **Skoda** Enyaq iV vRS, **Ssangyong** Korando E-Motion, **Toyota** Prius, **Volkswagen** Amarok

EARLY 2023

Aston Martin Valhalla, **Audi** Q6 E-tron, **BMW** XM, **Fisker** Ocean, **Ford** electric SUV, **Maserati** Granturismo, Granturismo Folgore, **Mini** Countryman, hatchback, **Porsche** Macan EV, **Rolls-Royce** Spectre, **Smart** SUV, **Volkswagen** Aero-B

Smart will start over with electric SUV

All dates are approximate and subject to change

Mirai 4dr saloon £49,995–£64,995 ★★★★☆
A courageous endeavour, and one with the trappings of future acceptability. **LxWxH** 4975x1885x1470 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
Hydrogen FCV	174	109	9.0	69.4mpkg	0

C-HR 5dr SUV £27,440–£33,570 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.8 Hybrid	119	105	11.0	57.7-58.9	109-110
2.0 Hybrid	181	112	8.2	53.3-54.3	119

RAV4 5dr SUV £31,095–£50,895 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	194	112	8.4	50.4-51.3	126-131
2.5 Hybrid AWD	194	112	8.1	47.9-48.7	131-134
2.5 PHEV	302	112	6.0	TBC	TBC

Land Cruiser 5dr SUV £42,405–£57,680 ★★★½☆
Likeably simple, functional, and worth considering if you need a dual-purpose SUV. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.8 D-4D	201	109	12.7	29.1-31.0	239-250

Highlander 5dr SUV £50,610–£52,590 ★★★½☆
Seven-seater bucks the trend of large hybrid SUVs being of the plug-in variety. **LxWxH** 4966x1930x1755 **Kerb weight** 2050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.5 Hybrid	244	112	8.3	39.8	159-160

GR Supra 2dr coupé £46,010–£54,365 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0i	250	155	5.2	38.7	167
3.0i	335	155	4.3	34.5	188

VAUXHALL

Corsa 5dr hatch £17,015–£33,545 ★★★½☆
Improved in many ways but lacks the appeal to match its price. EV is more likeable. **LxWxH** 4060x1765x1433 **Kerb weight** 1141kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 75	72	108	13.2	53.3	125
1.2 100	97	121	9.9	48.7-52.3	126-134
50kWh E	132	93	8.1	209	0
1.5 Turbo D 102	98	117	10.2	70.0	109-110

Astra 5dr hatch £20,235–£26,925 ★★★★☆
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	124	10.2	54.3	119
1.2 Turbo 130	128	134	9.9	54.3	119
1.2 Turbo 145	143	137	9.7	54.3	121-124
1.5 Turbo D 105	102	124	10.2	65.7	113
1.5 Turbo D 122	118	127-130	9.7-10.2	64.2	115

Astra Sports Tourer 5dr estate £21,190–£27,460 ★★★★☆
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	134	9.5	53.3	119
1.2 Turbo 145	142	137	9.0	54.3	119
1.5 Turbo D 122	118	130	9.8	55.4-64.2	116-113

Insignia 5dr hatch £24,330–£41,045 ★★★★☆
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Turbo 200	197	146	7.2	37.7	171
2.0 GSi Turbo 230	228	147	7.0	35.8	179
1.5 Turbo D 122	120	127	10.7	61.4	121
2.0 Turbo D 170	167	142	8.2	61.4	121

Crossland 5dr SUV £17,555–£28,575 ★★★½☆
Still only a mid-pack player in a busy crossover market, but simple and easy to operate. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2i 83	81	105	14.0	47.1	142
1.2i Turbo 110	108	117	10.6	47.1	140
1.2i Turbo 130	128	128	9.1	44.1-48.0	136-146
1.5 Turbo D 110	107	111	9.9	61.4	120
1.5 Turbo D 120	116	114	10.8	55.4	137

Mokka 5dr SUV £20,940–£34,995 ★★★½☆
Radically overhauled crossover now comes with the option of battery-electric power. **LxWxH** 4151x1791x1531 **Kerb weight** 1750kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 100	99	115	10.6	51.4	124
1.2 130	128	125	9.1	47.1-50.4	126-137
50kWh e	134	93	8.7	201	0
1.5 Turbo D 110	108	118	10.8	64.2-65.7	114

Grandland 5dr SUV £25,500–£35,015 ★★★☆☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x2098x1609 **Kerb weight** 1350kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 130	128	117	10.9-11.1	45.6	141-147
1.6 Hybrid	223	140	8.6	192.0-210.0	34
1.5 Turbo D 130	128	119	10.2	54.3	136

Combo Life 5dr MPV £23,015–£28,460 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	40.9	156
1.2 Turbo 130	128	115	12.3	40.3	157
1.5 Turbo D 100	99	107	12.7	52.3	142-145
1.5 Turbo D 130	128	115	10.6	51.3	144

VOLKSWAGEN

Up 3dr/5dr hatch £13,250–£23,555 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 65	64	100	15.6	54.3	119
1.0 115 GTI	113	119	8.8	51.4	125-126
e-Up	81	80	12.4	159	0

Polo 5dr hatch £17,885–£26,430 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 80	78	106	15.4	51.4	125
1.0 TSI 95	93	116	10.8	48.7-53.3	120-127
1.0 TSI 110	108	121	9.9	53.3-54.3	118-119
2.0 TSI GTI	204	149	6.5	39.8-41.5	155

Golf 5dr hatch £23,860–£40,025 ★★★★½
New strengths and familiar ones carry it back to the class lead, but only marginally. **LxWxH** 4284x1789x1492 **Kerb weight** 1231kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	126	10.2	53.3	121
1.5 TSI EVO 130	128	130	9.1	51.4-53.3	121-124
1.5 TSI EVO 150	148	139	8.9	50.4-51.4	124-128
1.5 eTSI EVO 150	148	135	8.9	47.9-49.6	129-133
1.4 TSI eHybrid	201	137	7.4	235.4	21-26
1.4 TSI GTE	242	140	6.7	235.4	27-28
2.0 TSI GTI	242	155	6.4	38.2	169
2.0 TSI 300 GTI	296	155	5.6	38.2	167
2.0 TSI 320 R 4Motion	296	155	4.7	36.2	177
2.0 TDI 115	113	126	10.2	67.3-68.9	107-110
2.0 TDI 150	148	139	8.8	64.2	116-117
2.0 TDI 200 GTD	197	152	7.1	54.3	137

ID 3 5dr hatch £29,635–£38,815 ★★★★☆
A very mature electric car whose substance of engineering is central to its appeal. **LxWxH** 4261x1809x1568 **Kerb weight** 1730kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
110kW 45kWh	148	99	8.9	217	0
107kW 58kWh	143	99	9.6	263	0
150kW 58kWh	201	99	7.3	261	0
150kW 77kWh	201	99	7.9	336	0

ID 4 5dr SUV £34,995–£55,555 ★★★★☆
Impressively refined and versatile SUV marks VW out as a maker of fine electric cars. **LxWxH** 4584x1852x1640 **Kerb weight** 1890kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
109kW 52kWh	148	99	10.9	213	0
125kW 52kWh	170	99	9.0	213	0
150kW 77kWh	204	99	8.5	317	0
220kW GTX	299	112	6.2	301	0

Passat 4dr saloon £28.205–£40,820 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI EVO 150	148	137	8.7	46.3-47.9	139-146
1.4 TSI GTE PHEV	215	138	7.4	217.3	30
2.0 TDI 122	120	127	11.3	58.91	125
2.0 TDI 150	148	139	8.9	58.9-60.1	124-127
2.0 TDI 200	197	147	7.4	53.3	138

Passat Estate 5dr estate £30,515–£42,845 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI EVO 150	148	133	8.9	44.8-45.6	144-151
1.4 TSI GTE PHEV	215	138	7.6	201.8	33
2.0 TDI 122	120	123	11.5	57.6	129
2.0 TDI 150	148	130-132	9.1	56.5-57.6	128-132
2.0 TDI 200	197	145	7.6	52.3	143

Arteon 4dr saloon £34,725–£51,765 ★★★½☆
VW's flagship saloon is well made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	137	8.9	42.8-44.8	144-151
2.0 TSI 190	187	149	7.9	36.2-38.2	168-178
1.4 TSI eHybrid	218	138	7.8	217.3	30-31
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	137	9.5	55.4-58.9	126-134
2.0 TDI 200	197	147	7.9	51.4-54.3	137-145
2.0 TDI 200 4Motion	197	145	7.4	46.3	159

Arteon Shooting Brake 5dr estate £36,110–£53,270 ★★★½☆
Hybrid option and estate bodystyle's extra versatility enhance the Arteon's appeal. **LxWxH** 4866x1871x1450 **Kerb weight** 1529kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI 150	148	135	8.9	42.2-43.5	145-153
2.0 TSI 190	187	145	7.9	35.8-37.2	171-179
1.4 TSI eHybrid	218	138	7.8	217.3	31-32
2.0 TSI R 4Motion	316	155	4.9	31.0	207
2.0 TDI 150	148	135	9.4	54.3-57.6	128-136
2.0 TDI 200	197	145	7.9	50.4-53.3	139-147
2.0 TDI 200 4Motion	197	143	7.4	46.3	161

Touran 5dr MPV £29,750–£36,665 ★★★★☆
Dull overall, but it's a capable MPV, well made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI EVO 150	148	118	11.4	39.8-40.9	154-162
2.0 TDI 150	148	128-129	9.3	50.4-52.3	142-147

T-Cross 5dr SUV £20,950–£28,710 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 95	93	112	11.5	47.9	132-133
1.0 TSI 110	108	117	9.9-10.4	42.8-48.7	132-149
1.5 TSI EVO 150	147	124	8.5	46.3-47.1	136-138

T-Roc 5dr SUV/open £24,545–£42,190 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.0 TSI 110	108	115	10.8	43.5-46.3	133-146
1.5 TSI EVO 150	148	127	8.3-9.6	40.9-47.9	144-158
2.0 TSI 4Motion	188	135	7.2	36.2	177-178
2.0 TSI R 300 4Motion	298	155	4.9	31.7	201
2.0 TDI 115	113	116	10.4	56.5-60.1	137-146
2.0 TDI 150	148	124	8.8-10.8	50.4-53.3	140-146

Tiguan 5dr SUV £27,915–£46,220 ★★★★☆
An improvement on the previous model and will continue to sell by the bucketload. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI EVO 130	128	119	10.2	44.1-44.8	143-146
1.5 TSI EVO 150	148	126	9.2-9.3	38.2-42.2	143-168
1.4 eHybrid	242	127	7.5	148-176	36-44
2.0 TSI 4Motion	188	133	7.4	33.2-34.0	187-192
2.0 TSI R	316	155	4.9	28.5	225
2.0 TDI 150	148	125-127	9.3	47.1-50.4	146-157
2.0 TDI 150 4Motion	148	124-125	9.3	43.5-45.6	163-171
2.0 TDI 200 4Motion	197	134	7.5	42.8	172-177

Tiguan Allspace 5dr SUV £32,135–£45,295 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 TSI EVO 150	148	123	9.5-10.0	37.2-39.2	164-176
2.0 TSI 4Motion	188	132	7.7	32.5	193
2.0 TDI 150	148	126	9.7	44.8-47.1	164-165
2.0 TDI 150 4Motion	148	123-124	9.8	41.5	177-179
2.0 TDI 200 4Motion	197	132	TBC	40.4-41.5	176-184

Touareg 5dr SUV £56,240–£73,215 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
3.0 V6 TSI 340	335	155	5.9	25.2-25.7	249-252
3.0 V6 R 4Motion PHEV	462	155	5.1	97.4	66-68
3.0 V6 TDI 231	228	135	7.5	33.6-34.4	214-219
3.0 V6 TDI 286	282	148	6.1	33.6-34.9	213-219

VOLVO

S60 4dr saloon £40,345–£47,475 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.7	41.5	153
2.0 T8 Recharge PHEV	384	112	4.6	122.8-176.5	42

V60 5dr estate £34,835–£48,150 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B3	161	112	9.1	40.9	155
2.0 B4	197	112	8.0	41.5	152
2.0 B5	246	112	6.8-6.9	37.7-40.4	157-170
2.0 B6	297	112	6.0	36.2	175
2.0 T6 Recharge PHEV	335	112	4.6	362.6	18
2.0 B4D	197	112	7.6	47.0-50.4	146-156

V60 Cross Country 5dr estate £42,370–£42,970 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	248	112	6.9	35.8	180
2.0 B4D	197	112	8.2	47.9	155

S90 4dr saloon £57,775–£58,550 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 T8 Recharge PHEV	384	112	5.1	TBC	TBC

V90 5dr estate £42,045–£58,300 ★★★★☆
Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B4P	197	112	7.9	40.9	158
2.0 B5P	246	112	6.9	36.6-40.4	159-175
2.0 B6P	297	112	6.2	34.4-36.2	178-184
2.0 T6 Recharge PHEV	335	112	5.9	TBC	TBC
2.0 B4D	197	112	8.8	44.8-49.5	149-164

V90 Cross Country 5dr estate £51,785–£55,660 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P AWD	250	140	7.4	32.5	196
2.0 B6P AWD	310	140	6.3	32.5	196
2.0 B5D AWD	228	140	7.5	40.9	181

XC40 5dr SUV £25,855–£56,700 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.5 T2	126	112	10.9	40.4	158
1.5 T3	160	112	9.3-9.6	38.7-40.4	158-166
1.5 T4 Recharge	208	112	8.5	113-135	47-57
1.5 T5 Recharge PHEV	258	112	7.3	117.7-141.1	45-55
2.0 B4P	197	112	8.4	36.7-39.2	162-176
2.0 B5P	246	112	6.9	36.7	174-176
69kWh Recharge	228	99	7.4	261	0
78kWh Recharge	402	112	4.9	249	0

C40 Recharge 5dr SUV £57,400 ★★★½☆
Kit will appeal to many but twin-motor potency isn't a natural fit for relaxed dynamics. **LxWxH** 4431x1910x1582 **Kerb weight** 2185kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
78kWh Recharge	402	112	4.9	273	0

XC60 5dr SUV £42,485–£61,600 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	6.9	36.7-38.1	168-176
2.0 T6 Recharge PHEV	335	112	5.9	282.1	23-64
2.0 T8 Recharge PHEV	384	112	5.5	282.1	25-64
2.0 B4D	194	112	8.3	44.8-45.5	161-166

XC90 5dr SUV £56,635–£76,775 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 B5P	246	112	7.7	32.4	198
2.0 B6P	296	112	6.7	90.7	210
2.0 T8 Recharge PHEV	384	112	5.8	217	28-76
2.0 B5D	232	112	7.6	41.5	178

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 DOHC Turbo	285	152	3.7	NA	NA
2.3 DOHC Turbo RR	385	158	2.7	NA	NA

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
1.6 Sigma	135	TBC	TBC	NA	NA
1.6 Sigma	155	TBC	TBC	NA	NA
2.0 Duratec	200	TBC	TBC	NA	NA
2.0 Ecoboost	252	TBC	TBC	NA	NA

Mega 2dr coupé £16,950 ★★★½☆
Mega engine makes it rapid, but isn't as fun as Caterham's R range. And you have to build it yourself. **LxWxH** TBC **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 VTEC S2000	240	TBC	TBC	NA	NA

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (MPG/range)	CO_2 (g/km)
2.0 Ecoboost S	250	145	4.0	NA	NA
2.3 Ecoboost R	350	155	3.0	NA	NA

ROAD TEST INDEX

The best new cars rated as only Autocar knows how

A road test in any other magazine might well be a short, subjective summary of a new car produced under almost any circumstances, but the Autocar road test is different. Specific, rigorous and detailed, it's the closest examination we can give of any new model. It appears over at least eight pages and is close to 50 man-hours in the making every week.

Most of what the road test process entails is designed to be strictly repeatable and fair. We benchmark standing-start and in-gear acceleration at a purpose-built test facility every week. We carry out both subjective and objective handling tests on both road and track, on the latter up to and beyond the limit of grip, so as to fully assess stability, drivability and limit handling appeal. And while benchmark lap times are sometimes taken, they're never an end in themselves.

We record and publish stopping distances, too, as well as taking cabin noise measurements at various cruising speeds and benchmarking either indicated or brim-to-brim fuel economy. We independently measure leg room, head room, boot space and certain key exterior vehicle dimensions, and we also weigh every car we test.

Just as every new car is different, however, the road test has developed to be versatile enough, week by week, so as to best assess and reflect the suitability of each test subject to its intended purpose. It now includes modular sections describing in detail the limit handling of a new car, or its semi-autonomous assisted driving technologies or its off-road capability.

All of this goes to bringing you the most thorough, relevant and fair test of a new car we can produce. The scores reproduced here are the ones we gave the cars at the time so they don't necessarily represent what those same cars might score today were they rejudged using current class standards. But you can dig deeper into their attributes by using the magazine publication dates listed here to look up an old test in your own collection or on The Motoring Archive (themotoringarchive.com), or you can order a back issue by phoning 0344 848 8816.

Matt Saunders, road test editor

ABARTH

124 Spider	★★★★☆	22.3.17

ALFA ROMEO

Giulia Quadrifoglio	★★★★½	29.3.17
Stelvio 2.2D 210 Milano	★★★½☆	3.1.18
Quadrifoglio	★★★★☆	9.1.19
4C Spider	★★★☆☆	27.1.16

ALPINA

B3 Touring	★★★★★	4.11.20
B8 Gran Coupé	★★★★☆	22.9.21

ALPINE

A110 Premiere Edition	★★★★★	16.5.18

ARIEL

Atom 4	★★★★★	9.10.19
Nomad	★★★★★	24.6.15

ASTON MARTIN

Vantage V8	★★★★½	23.5.18
F1 Edition Coupé	★★★★☆	1.9.21
DBS Superleggera	★★★★★	21.11.18
DBX	★★★★½	28.10.20

AUDI

A1 Sportback 35 TFSI S line	★★★½☆	2.10.19
A3 Sportback S3	★★★½☆	18.11.20
A4 S4 TDI	★★★★☆	18.9.19
RS4 Avant	★★★★☆	14.2.18
A5 S5	★★★½☆	11.1.17
A5 Sportback 2.0 TFSI S line	★★★½☆	8.3.17
A6 40 TDI S line Avant	★★★★☆	14.11.18
50 TFSIe S Line Quattro	★★★★☆	5.1.22
RS6 Avant Carbon Black	★★★★☆	11.3.20
A7 Sportback 50 TDI Sport	★★★½☆	11.7.18
A8 L 60 TFSIe Sport quattro	★★★½☆	17.6.20
TT RS	★★★★☆	7.12.16
E-tron 55 quattro	★★★★½	26.6.19
S quattro	★★★½☆	2.6.21
Q2 1.4 TFSI Sport	★★★★☆	9.11.16
SQ2 quattro	★★★★☆	20.3.19
Q4 E-tron 40 Sport	★★★½☆	7.7.21
Q5 2.0 TDI S line	★★★★☆	15.3.17
SQ5 quattro	★★★½☆	21.6.17
Q7 SQ7 4.0 TDI	★★★★☆	26.10.16
Q8 50 TDI S Line	★★★★☆	26.9.18
R8 V10 Plus	★★★★☆	30.12.15

BENTLEY

Continental GT W12 Coupé	★★★★½	2.5.18
Speed Coupé	★★★★☆	22.12.21
Flying Spur W12	★★★★½	15.7.20
Bentayga W12	★★★★½	18.5.16

BMW

1 Series 118i M Sport	★★★★☆	30.10.19
2 Series 220d Convertible	★★★★☆	1.4.15
M2	★★★★½	15.6.16
M2 CS M-DCT	★★★★½	19.8.20
218d Active Tourer Luxury	★★★★☆	24.12.14
218i Gran Coupé M Sport	★★★☆☆	8.4.20
3 Series 320d M Sport	★★★★★	15.5.19
330d xDrive M Sport	★★★★½	15.1.20
330e M Sport	★★★★½	1.7.20
4 Series M440i xDrive	★★★★☆	6.1.21
M4 Competition	★★★★½	21.4.21
5 Series 520d M Sport	★★★★½	31.5.17
545e M Sport	★★★★☆	20.10.21
M5	★★★★½	18.4.18
M5 CS	★★★★★	14.7.21
6 Series GT 630d xDrv M Spt	★★★½☆	18.11.17
7 Series 730Ld	★★★★☆	11.11.15
8 Series 840d xDrive	★★★½☆	16.1.19
M8 Competition Convertible	★★★½☆	5.2.20
M8 Competition Coupé	★★★½☆	3.6.20
i3 1.3S Range Extender	★★★★☆	21.2.18
i4 M50	★★★★☆	19.1.22
i8	★★★★½	17.9.14
X2 M35i	★★★½☆	25.9.19
X3 xDrive20d M Sport	★★★★☆	17.1.18
X4 M Competition	★★★☆☆	13.11.19
X5 xDrive30d M Sport	★★★★☆	2.1.19
X7 xDrive M50i M Perf'nce	★★★★☆	9.9.20

CATERHAM

Seven 620S	★★★★☆	9.3.16

CITROEN

C3 Puretech 110 Flair	★★★½☆	28.12.16
C3 Aircross Puretech 110	★★★½☆	7.3.18
C4 Puretech 130 Auto	★★★☆☆	26.5.21
C5 Aircross BlueHDi 180	★★★½☆	13.2.19

CUPRA

Leon 310 VZ3 Estate	★★★★☆	8.9.21
Ateca 2.0 TSI 4Drive	★★★½☆	23.1.19
Formentor 2.0 TSI VZ2	★★★★½	3.2.21

DACIA

Sandero Stepway TCe 90	★★★★☆	28.4.21
Duster SCe 115 Comfort	★★★★☆	22.8.18

DALLARA

Stradale	★★★★½	16.10.19

DS

3 Crossback Puretech 155	★★★☆☆	10.7.19
7 Crossback Puretech 225	★★★½☆	19.9.18

FERRARI

488 GTB	★★★★★	25.5.16
488 Pista	★★★★½	7.8.19
812 Superfast	★★★★☆	25.7.18
SF90 Stradale	★★★★☆	3.11.21

FIAT

Panda 4x4 Twinair	★★★★½	17.4.13
500 Abarth 595	★★★★☆	26.2.14
Icon 42kWh	★★★★☆	26.1.22

FORD

Fiesta 1.0T Ecoboost	★★★★☆	9.8.17
ST-3 1.5 T Ecoboost	★★★★½	15.8.18
Focus 1.5 Ecoboost 182	★★★★½	20.2.19
ST	★★★★☆	11.9.19
RS	★★★★★	4.5.16
Mondeo 2.0 TDCi	★★★★☆	14.1.15
Mustang 5.0 V8 GT F'back	★★★★☆	24.2.16
Bullitt	★★★★☆	5.12.18
Mustang Mach-E Extended Range RWD	★★★★☆	23.6.21
Puma 1.0T 125 MHEV	★★★★½	25.3.20
ST	★★★★☆	24.3.21
Kuga 2.5 PHEV ST-Line	★★★½☆	24.6.20
Ranger Raptor	★★★★☆	28.8.19

GENESIS

G70 2.2 CRDi Luxury Line	★★★½☆	10.11.21
GV80 3.0D Luxury 5-Seater	★★★½☆	15.9.21

HONDA

E Advance	★★★½☆	26.8.20
Jazz 1.5 i-MMD Hybrid EX	★★★½☆	7.10.20
Civic 1.5 i-VTEC Turbo	★★★★☆	19.4.17
2.0 Type R GT	★★★★½	25.10.17
Clarity FCV	★★★★☆	12.7.17
HR-V e:HEV	★★★½☆	24.11.21
CR-V 1.5T EX CVT AWD	★★★½☆	7.11.18
NSX	★★★★½	5.10.16

HYUNDAI

i10 1.2 MPi Premium	★★★★☆	15.4.20
i20 1.0 T-GDI 100 48V	★★★½☆	24.2.21
N	★★★★½	25.8.21
i30 N	★★★½☆	27.12.17
1.4 Premium SE	★★★½☆	13.9.17
Kona Electric 64kWh	★★★★☆	31.10.18
Santa Fe 2.2 CRDi	★★★½☆	6.3.19
Tucson 1.6 T-GDi Hybrid	★★★★☆	17.3.21
Nexo	★★★½☆	12.6.19

JAGUAR

F-Type V8 S Convertible	★★★★☆	12.6.13
V6 S Coupé	★★★★½	11.6.14
2.0 R-Dynamic Coupé	★★★★☆	22.11.17
P575 R AWD Coupé	★★★★☆	29.4.20
XF 2.0 R-Sport	★★★★½	2.12.15
300 R-S Sportbrake	★★★½☆	17.4.19
XE 2.0 R-Sport	★★★★½	1.7.15
E-Pace D180 AWD SE	★★★½☆	11.4.18
F-Pace 2.0d AWD	★★★★☆	11.5.16
P400e R-Dynamic HSE	★★★★☆	1.12.21
SVR	★★★★½	24.7.19
I-Pace EV400 S	★★★★½	12.9.18

JEEP

Compass 2.0 M'Jet 4x4 L'd	★★★☆☆	3.10.18
Renegade 4xe Trailhawk	★★★☆☆	30.6.21
Wrangler 2.2 M'Jet-II Ov'd	★★★★☆	10.4.19

KIA

Stinger 2.0 T-GDI GT-L S	★★★½☆	25.4.18
Rio 1.0 T-GDI 3 Eco	★★★½☆	1.3.17
Ceed 1.6 CRDi 115 2	★★★½☆	29.8.18
Proceed 1.4 T-GDi	★★★½☆	27.2.19
Xceed 1.4 T-GDi	★★★½☆	20.11.19
Niro 1.6 GDI DCT 2	★★★½☆	31.8.16
e-Niro First Edition	★★★★½	1.5.19
EV6 77.4kWh GT-Line RWD	★★★★½	12.1.22
Sportage 1.7 CRDi ISG 2	★★★½☆	2.3.16
Sorento 1.6 HEV G-TDi 2	★★★½☆	20.1.21

LAMBORGHINI

Huracán Performante	★★★★½	11.10.17
Evo RWD Coupé	★★★★½	20.5.20
Aventador SVJ	★★★★☆	19.6.19
Urus	★★★★☆	3.7.19

LAND ROVER

Defender 110 P400 X	★★★★½	13.5.20
Discovery Sport D180 AWD	★★★★☆	8.1.20
Range Rover Evoque P300e	★★★★½	10.2.21
Range Rover 4.4 SDV8	★★★★½	12.12.12
Range Rover Velar D240	★★★½☆	30.8.17
Range Rover Sport 3.0 TDV6	★★★★½	2.10.13
SVR	★★★★★	15.4.15

LEXUS

LC 500 Sport+	★★★★☆	18.10.17
NX 300h	★★★☆☆	1.10.14
RC F	★★★☆☆	18.2.15
ES 300h Takumi	★★★½☆	6.2.19
LS 500h Premier AWD	★★★☆☆	6.6.18

LOTUS

Elise Cup 250	★★★½☆	29.6.16
Evora S 2+0	★★★★☆	30.3.11
Exige Sport 390 Final Edit'n	★★★★½	21.7.21

MASERATI

Ghibli Diesel	★★★½☆	12.3.14
Quattroporte Trofeo	★★☆☆☆	4.8.21
Levante Diesel	★★★☆☆	30.11.16
S Granlusso	★★★½☆	8.5.19

MAZDA

2 1.5 Skyactiv-G SE	★★★★☆	22.4.15
3 2.0 Skyactiv-X	★★★★☆	6.11.19
MX-5 1.5 SE-L Nav	★★★★½	2.9.15
MX-30 145PS	★★★½☆	10.3.21
CX-3 1.5D SE-L Nav	★★★½☆	22.7.15
CX-5 2.2D Sport Nav	★★★★☆	28.6.17

McLAREN

570S 3.8 V8	★★★★★	30.3.16
600LT Spider 3.8 V8	★★★★½	22.5.19
620R 3.8 V8	★★★★☆	23.12.20
GT 4.0 V8	★★★½☆	27.1.21
720S 4.0 V8	★★★★★	24.5.17
Senna 4.0 V8	★★★★★	10.10.18
P1	★★★★★	7.5.14

MERCEDES-AMG

A-Class A45 S 4Matic+ Plus	★★★★½	4.3.20
C-Class C63	★★★★½	3.6.15
C63 S Coupé	★★★★½	24.4.19
CLS 53 4Matic+	★★★★☆	17.10.18
GT S	★★★★☆	29.7.15
R	★★★★½	10.5.17
GT 4-Door Coupé 63 4Matic+	★★★★½	13.3.19
SLC 43	★★★½☆	6.7.16
GLC 63 S 4Matic+	★★★½☆	13.6.18
GLE 53 4Matic+	★★★½☆	14.10.20

MERCEDES-BENZ

A-Class A200 Sport	★★★★☆	4.7.18
A250e AMG Line Premium	★★★☆☆	5.8.20
B-Class B180 Sport	★★★★☆	3.4.19
CLA 250	★★★☆☆	21.8.19
C-Class C220 Bluetec	★★★★☆	23.7.14
E-Class E400 Coupé	★★★★☆	14.6.17
E300 Cabriolet	★★★½☆	6.10.21
S-Class S350 Bluetec	★★★★★	16.10.13
EQA 250	★★★☆☆	17.11.21
GLB 220d 4Matic	★★★½☆	16.9.20
GLC 250d	★★★★☆	10.2.16
G-Class G350d AMG Line	★★★★☆	17.7.19
GLS 400d	★★★½☆	12.2.20
X-Class X250d 4Matic	★★★½☆	20.6.18

MG

3 1.5 3Form Sport	★★★½☆	25.12.13
5 SW EV Exclusive	★★★½☆	25.11.20
ZS EV Exclusive	★★★☆☆	4.12.19

MINI

Mini Cooper S	★★★★½	2.4.14
Cooper S Works 210	★★★★½	6.12.17
Clubman Cooper D	★★★½☆	25.11.15
Convertible Cooper S Sport Automatic	★★★★☆	19.5.21
Countryman Cooper D	★★★½☆	22.2.17
Plug-in Hybrid	★★★½☆	26.7.17

MITSUBISHI

Eclipse Cross 1.5 First Edition 2WD	★★★☆☆	14.3.18
Outlander PHEV GX4hs	★★★½☆	16.4.14

MORGAN

Plus Four	★★★½☆	12.8.20
3 Wheeler	★★★★★	6.6.12

NISSAN

Micra 0.9 N-Connecta	★★★★☆	26.4.17
DIG-T 117 N-Sport	★★★☆☆	27.3.19
Juke 1.0 DIG-T 117	★★★½☆	29.1.20
Qashqai 1.3 DIG-T 158	★★★★☆	28.7.21
GT-R Recaro	★★★★½	16.11.16

NOBLE

M600	★★★★½	14.10.09

PEUGEOT

208 e-208 Allure Premium	★★★★☆	6.5.20
508 GT BlueHDi 180	★★★★☆	24.10.18
Hybrid 225 Allure SW	★★★★☆	8.7.20
PSE Hybrid4 SW	★★★★☆	5.5.21
2008 e-2008 GT Line	★★★½☆	30.9.20
3008 1.6 BlueHDi GT Line	★★★½☆	18.1.17
5008 2.0 BlueHDi GT Line	★★★½☆	1.11.17

POLESTAR

1	★★★★☆	21.10.20

PORSCHE

718 Boxster	★★★★½	8.6.16
Spyder	★★★★½	1.4.20
Cayman S	★★★★½	10.8.16
Cayman GTS	★★★★½	9.5.18
911 GT2 RS	★★★★☆	18.7.18
Carrera S	★★★★½	29.5.19
GT3 PDK	★★★★½	11.8.21
918 Spyder 4.6 V8	★★★★★	22.10.14
Cayenne Turbo	★★★★☆	5.9.18
Turbo S E-Hybrid	★★★½☆	27.5.20
Taycan Turbo S	★★★★★	29.7.20

RENAULT

Clio TCe 100 Iconic	★★★★½	27.11.19
Mégane 1.5 dCi Dyn. S Nav	★★★☆☆	17.8.16
E-Tech Plug-in Hybrid 160	★★★☆☆	29.9.21
RS Trophy-R	★★★★☆	23.10.19
Grand Scénic dCi 130 Nav	★★★½☆	25.1.17
Kadjar dCi 115 Dyn. S Nav	★★★★☆	21.10.15
Arkana E-Tech Hybrid 145	★★★½☆	13.10.21
Captur 1.3 TCe 130 EDC	★★★½☆	18.3.20

ROLLS-ROYCE

Phantom	★★★★★	4.4.18
Ghost	★★★★½	13.1.21
Wraith	★★★★½	21.5.14
Dawn	★★★★☆	1.6.16
Cullinan Black Badge	★★★★☆	19.2.20

SEAT

Ibiza SE Technology 1.0 TSI	★★★★½	19.7.17
Leon eHybrid FR	★★★½☆	2.12.20
Arona SE Technology 1.0 TSI	★★★★☆	15.11.17
Ateca 1.6 TDI SE	★★★★½	19.10.16

SMART

Forfour Electric Drive Prime Premium	★★½☆☆	23.8.17

SKODA

Fabia 1.2 TSI 90 SE-L	★★★★☆	21.1.15
Scala 1.5 TSI 150 DSG	★★★½☆	31.7.19
Octavia 2.0 TDI 150 SE L First Edition DSG Estate	★★★★☆	2.9.20
2.0 TDI vRS	★★★★☆	17.2.21
Superb 1.4 TSI iV 218 SE L	★★★★☆	26.2.20
Karoq 2.0 TDI 150 Scout	★★★½☆	30.1.19
Enyaq iV 80	★★★★☆	18.8.21
Kodiaq 2.0 TDI Edition	★★★★☆	23.11.16

SSANGYONG

Tivoli XLV ELX auto	★★★☆☆	14.9.16

SUBARU

XV 2.0i SE Lineartronic	★★★☆☆	28.2.18
Levorg GT 1.6i Lineartronic	★★★☆☆	13.1.16

SUZUKI

Swift 1.0 SZ5	★★★½☆	17.5.17
SX4 S-Cross 1.6 DDiS SZ4	★★★½☆	30.10.13
Vitara 1.6 SZ5	★★★½☆	29.4.15
Across 2.5 PHEV E-Four CVT	★★★★½	7.4.21

TESLA

Model 3 Standard Range Plus	★★★★☆	4.9.19
Model S P90D	★★★★½	20.4.16
Model X 90D	★★★★☆	15.2.17

TOYOTA

Yaris 1.5 Hybrid Design	★★★★☆	23.9.20
GR Yaris Circuit Pack	★★★★★	3.3.21
Corolla 2.0 Hybrid ST	★★★★☆	5.6.19
GT86 2.0 manual	★★★★★	4.7.12
Prius Business Edition	★★★★☆	16.3.16
Mirai Design Premium	★★★★☆	16.6.21
C-HR Excel 1.8 Hybrid	★★★★☆	4.1.17
GR Supra Pro	★★★★☆	14.8.19

VAUXHALL

Corsa 1.2T 100 auto	★★★½☆	22.1.20
Crossland X 1.2T 130 Elite	★★★☆☆	7.6.17
Astra 1.6 CDTi 136 SRi	★★★★☆	30.9.15
ST CDTi Biturbo SRi 137	★★★★☆	13.4.16
Combo Life 1.5 TD 100 Energy	★★★½☆	27.12.18
Insignia Grand Sport 2.0D SRi VX-Line	★★★★☆	3.5.17
Insignia Sports Tourer 2.0 Biturbo D GSI	★★★☆☆	30.5.18
Mokka 1.2 Turbo 130 auto	★★★½☆	12.5.21
Grandland X Hybrid4	★★★☆☆	22.4.20
VXR8 GTS-R	★★★★☆	10.1.18

VOLKSWAGEN

Up GTI 1.0 TSI 115	★★★★☆	21.3.18
Polo 1.0 TSI 95 SE	★★★★½	31.1.18
GTI	★★★★☆	1.8.18
Golf 1.5 eTSI 150 Style DSG	★★★★½	22.7.20
R	★★★★☆	14.4.21
ID 3 Pro Performance Life	★★★★☆	31.3.21
ID 4 GTX Max	★★★½☆	27.10.21
T-Roc 2.0 TSI SEL 4Motion	★★★★½	24.1.18
Cabriolet 1.5 TSI Evo DSG	★★½☆☆	10.6.20
Arteon 2.0 BiTDI 240	★★★½☆	27.9.17
eHybrid Shooting Brake	★★★½☆	9.6.21
Passat 2.0 TDI 190 GT	★★★★☆	4.2.15
GTE	★★★★☆	7.9.16
Touran 2.0 TDI 150 SE	★★★★☆	3.2.16
Tiguan 2.0 TDI 150 SE	★★★★½	22.6.16
Caravelle 2.0 BiTDI Exec.	★★★★☆	23.12.15
Touareg 3.0 TDI R-Line Tech	★★★½☆	8.8.18
Grand California 600	★★★½☆	2.1.20

VOLVO

XC40 D4 AWD First Edition	★★★★½	7.2.18
S60 T8 Polestar En'd	★★★½☆	24.12.19
V60 D4 Momentum Pro	★★★★☆	27.6.18
XC60 D4 AWD R-Design	★★★½☆	5.7.17
S90 D4 Momentum	★★★★☆	13.7.16
V90 T6 Recharge R-Design	★★★★½	11.11.20
XC90 D5 Momentum	★★★★☆	17.6.15

WESTFIELD

Sport 250	★★★★☆	29.11.17

ZENOS

E10 S	★★★★½	7.10.15

GREATEST ROAD TESTS OF ALL TIME

SUZUKI CAPPUCCINO

TESTED 29.4.92

Hoping to steal some crumbs from the Mazda MX-5's table, Suzuki introduced a smaller, cheaper but still entertaining kei-car roadster to the UK.

Light-hearted looks cloaked a serious spec, including a front-mounted, 12-valve, three-pot engine with an intercooled turbo boosting up to 12.8psi. Despite a heady 9300rpm cut-out, there was real urge from 2000rpm. A 679kg kerb weight and close-ratio, short-throw gearbox brought swift acceleration, although top speed was artificially limited to 83mph. Still, goading the engine was fun and the brakes were powerful.

The Cappuccino featured all-round independent suspension, rear drive delivered via an LSD and a 50:50 weight distribution, which allowed swift turn-in and throttle-adjustable mid-corner balance. The ride was fine when cruising, although it fidgeted over smaller bumps.

The tiny boot, narrow cabin and a driving position inhospitable for six-footers were shortfalls, but the three-piece aluminium roof allowed Targa-style and fully open layouts. The car's price was ambitious, mind.

FOR Handling, grip, looks, build quality, roof
AGAINST Price, ride, poor leg room and luggage space

FACTFILE

Price £11,995 **Engine** 3 cyls in line, 657cc, turbo, petrol **Power** 63bhp at 6500rpm **Torque** 63lb ft at 4000rpm **0-60mph** 11.3sec **0-100mph** na **Standing quarter mile** 18.5sec, 73mph **Top speed** 83mph **Economy** 35.9mpg

WHAT HAPPENED NEXT…

Unlike the grey import-only Honda Beat, the Cappuccino was a bona fide UK model, selling here from 1993 to 1996. Today, there are just under 190 left on UK roads and a further 459 SORNed, according to howmanyleft.com. They do come up for sale, though. At the time of writing, there was a 1994 example with 83k miles, three owners and a full service history for £6950 and a concours 1995 car (forensic £36k refurb in 2006, mostly dry storage since) with 84k miles for £17,990.

SLIDESHOW

Cars created by companies from other industries

Sony's new electric SUV concept grabbed headlines as a car produced by a firm that had made its name in other fields, but it's far from the first to attempt the difficult transition. From backgrounds of space exploration, weapons, aircraft and much else, here are some of the makers that branched out into cars – and mostly quickly retreated back to their comfort zones.

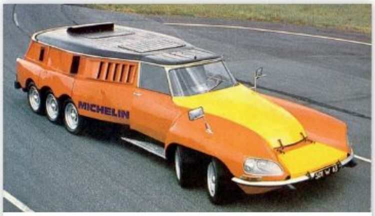
IAN DICKSON

Sony

Japanese technology giant Sony unveiled a convincing-looking Tesla rival named Vision-S in 2020. It said at the time that it had no plans to go any further with cars but a few weeks ago unveiled the Vision-S 02, an SUV based on the earlier saloon. The new seven-seater has two electric motors, each good for 268bhp, although no target range has yet been mentioned. Intriguingly, on this occasion, Sony said that it "intends to explore entry into the EV market". It wouldn't be completely unprecedented for an electronics firm to enter the car market: Samsung set up a car-making arm in the 1990s, before selling it to Renault amid the Asian financial crisis, and its branding continues to be used on Renaults sold in Korea.

Nvidia

This is the Roborace autonomous racing car, built by US graphics-microprocessor maker Nvidia. Each Roborace consists of 10 teams running identical cars powered by Nvidia's Drive PX2 chip. Rather than a battle of skill and bravery, it's a competition of software supremacy. Teams use standardised cars but are differentiated by their own artificial-intelligence algorithms, making the races tests of capabilities such as decision-making speed and object detection.



Michelin

Back in the 1970s, Michelin built a prototype car for testing tyres. Based on a Citroën DS Break and powered by a Chevrolet big-block V8 engine, the PLR's most notable feature was its 10-wheel layout, with the front four steering. Nicknamed The Centipede, it was the size of a truck and weighed 9500kg. It carried a lorry tyre in the centre – powered by a second V8 – for testing at speeds of up to 100mph. Engineers would hydraulically raise and lower it as required.

Nasa

It's all very well exploring the galaxy, but getting around once you've arrived on a new planet is a challenge. Ever since man first set foot on the moon, the American space agency has been designing and building various types of vehicle. This is one of its latest Mars Rovers, unveiled in 2017, which looks more like Batman's car than a roving laboratory. Nasa intends to send a manned mission to Mars in the 2030s. What chance its Rover will encounter a Tesla there?

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UNITED STATES POSTAL SERVICE

Grumman

Come the 1980s, the US Postal Service wanted a hard-wearing delivery truck to replace Jeep's DJ-5, and aircraft maker Grumman won the contract with its Long Life Vehicle. Needing to have a service life of 24 years, the LLV used the platform and engine of the 1983 Chevrolet Blazer. All with right-hand drive to aid kerbside delivery, around 140,000 were built between 1987 and 1994, and they're still a common sight on American streets.

Messerschmitt

Banned from making aircraft after World War II, Messerschmitt went into the car business, and its KR200 had unmistakable aviation influences. This little three-wheeled, two-stroke bubble car was popular for a time in an impoverished Europe when people needed transport. However, the market was suddenly destroyed by the arrival of larger yet still affordable cars like the Mini, and Messerschmitt returned its focus to the skies.

КАЛАШНИКОВ
MEDIA

Kalashnikov

Kalashnikov is famed for its AK-47 assault rifle, but in recent years the Russian company has had other ideas, too. In 2018, it revealed the CV-1, an electric hatchback based on the Izh 21252 Kombi from the Soviet 1970s. Kalashnikov said the CV-1 would be as important to the EV market as Tesla, thanks to its 90kWh battery, 680bhp and claimed 217-mile range. You have to admire its ambition, but little has been heard of the project since.

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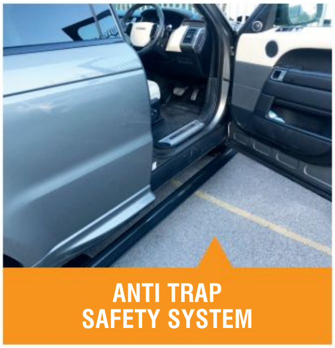

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These figures were obtained after the battery had been fully charged. The New MG ZS EV is a battery electric vehicle requiring mains electricity for charging. There is a new test for fuel consumption, CO_2 and electric range figures. The electric range shown was achieved using the new test procedure. These figures were obtained using a combination of battery power and fuel. Figures shown are for comparability purposes. Only compare fuel consumption, CO_2 and electric range figures with other cars tested to the same technical procedures. ^From a single charge on the WLTP combined cycle: Combined Range: 273 miles (440 km). These figures may not reflect real life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles and vehicle load. *After PiCG. Model shown: New MG ZS EV Trophy Long Range with Battersea Blue Paint £34,040 on the road.

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